



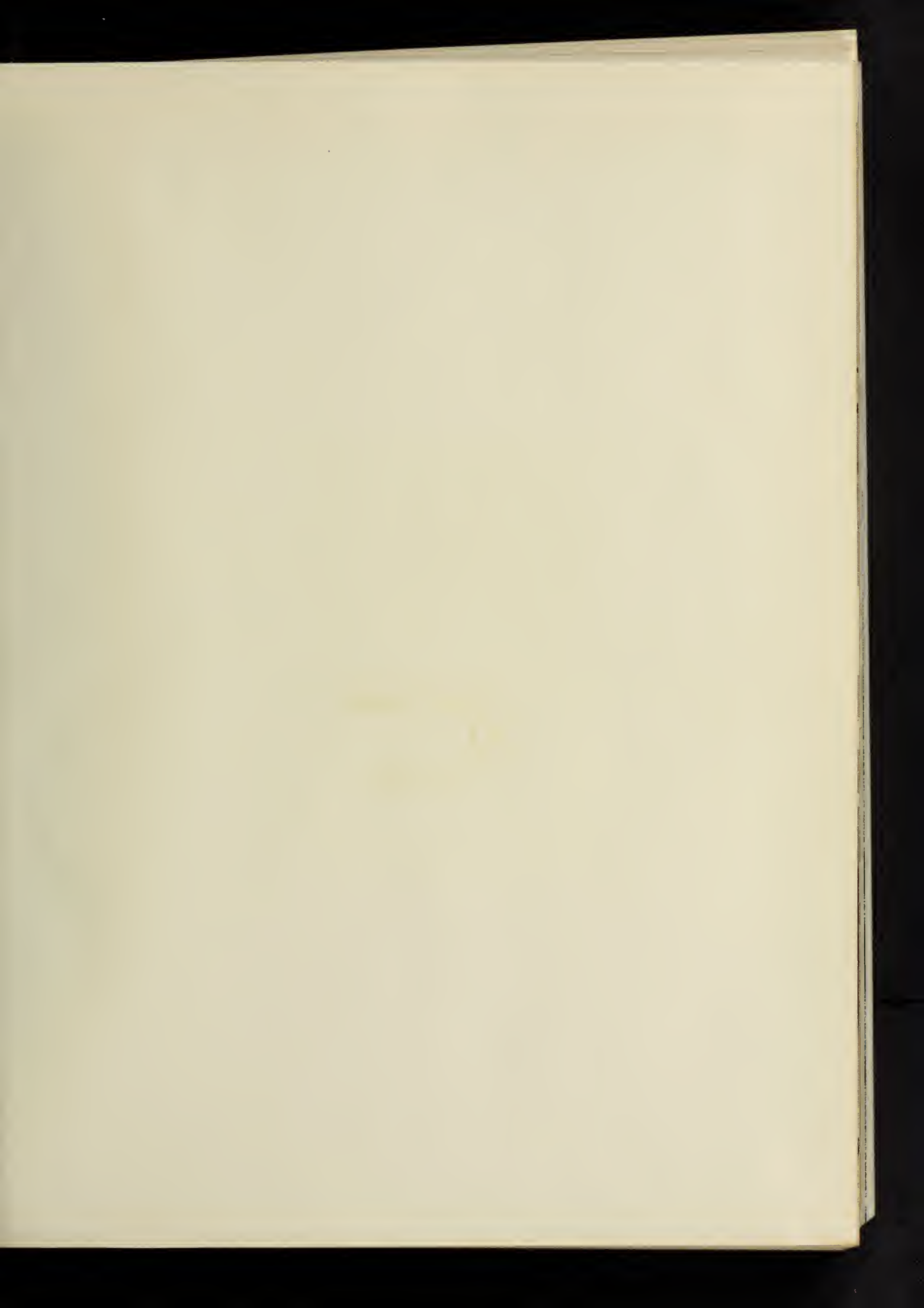
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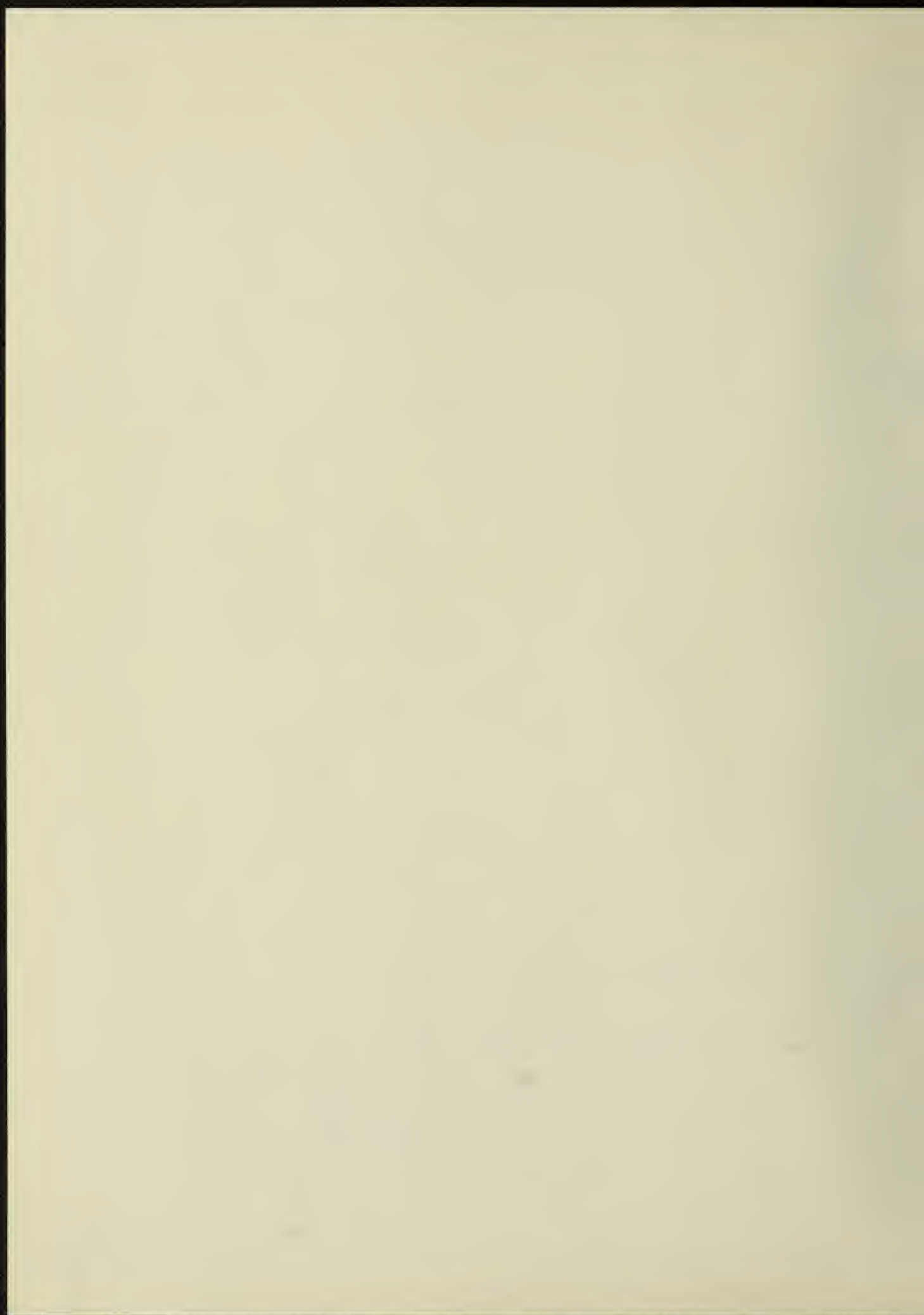
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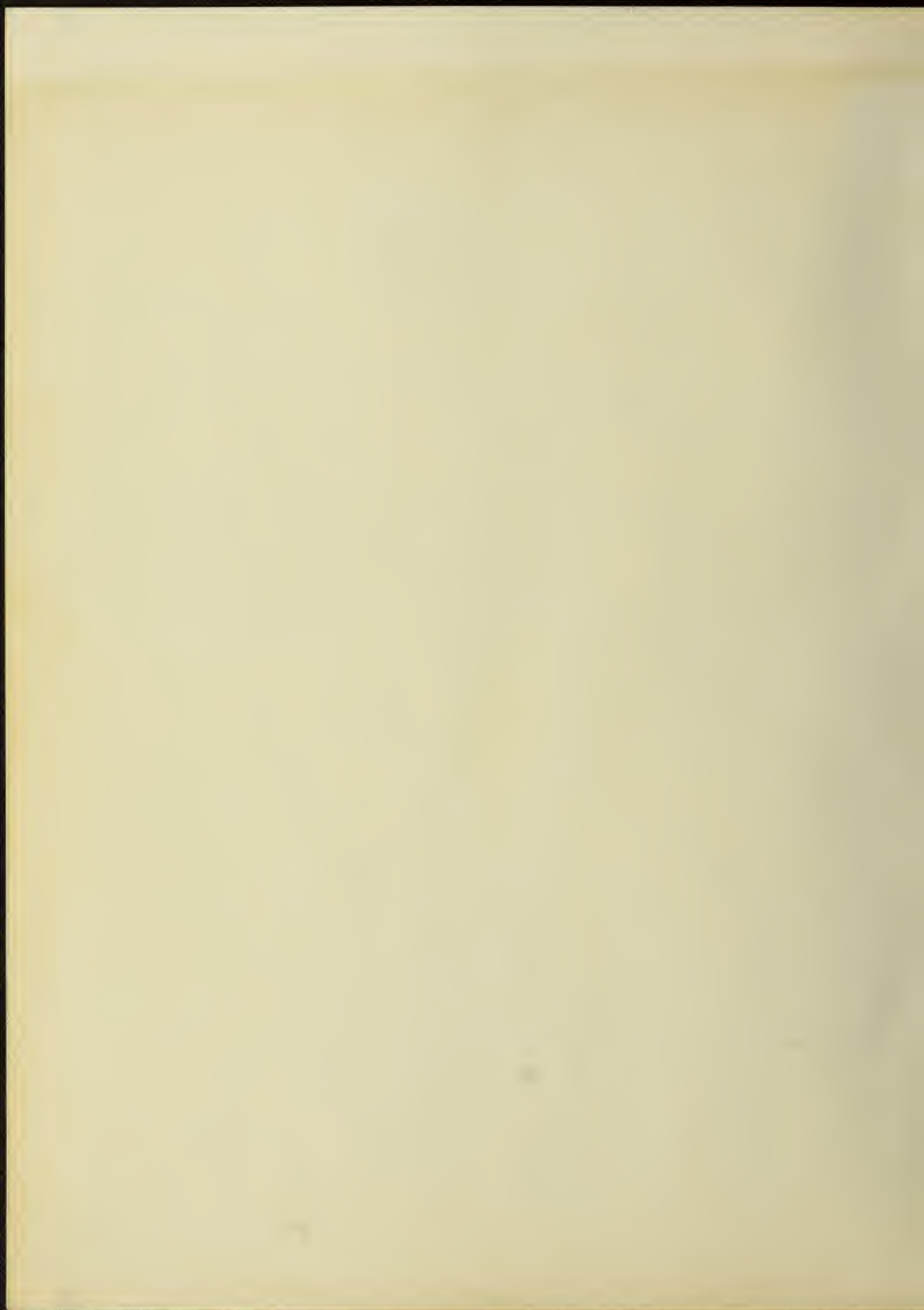
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Reservist

JANUARY 1958

ANG's Instrument School

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ConAC Numbered Air Forces Will Compete In Second Annual Navigation Meet at Miami

Four select teams of reserve navigators will gather at Miami International Airport, Fla., during the latter part of April or early May, to take part in the Second Annual ConAC Navigation Competition.

The 8-day event will culminate rigorous training schedules undertaken by the reservists during the past three years. Eligibles will have completed a prescribed curriculum featuring refresher, continuation and lateral training at 22 designated navigation centers across the nation.

The competition, open to all reserve navigation training squadrons throughout ConAC, is designed to spur navigators to early attainment of full operating proficiency. The meet is part of the over-all training program aimed toward rotating the nation's reserve forces for support of the regular Air Force in event of mobilization.

Navigators Will Rotate

At Miami, the teams composed of four reserve navigators, three primary and one alternate will climb into TC-47 flying classrooms, which are equipped with dead reckoning, Loran and celestial navigational equipment. Accompanied by an active duty navigator acting as umpire, each team will participate in three flights during the competition period. The lead navigators will direct the planes using one of the above systems during each of the flights. The remaining three members of the teams will plot the courses for the planes on a follow-the-pilot basis. Navigators will rotate on the systems used during the subsequent two flights.

The teams will be given a pre-computed time of arrival at a selected point. Navigators will be scored on how close they are to the selected point (circular error) at the expiration of the time allotted. Scores of the three flights will be averaged with the three lead navigators' results accounting for half the total score and with the follow navigators' results

accounting for the remaining 50 per cent.

Four members of the winning team will each receive a permanent trophy and their winning squadron will receive a permanent plaque. The ConAC numbered air force represented by the winning team will receive a trophy to be rotated among winning air forces in future competitions. Last year, 1AF achieved the initial leg on the trophy as a result of the 8497th Navigation Training Squadron's victory during the First Annual Navigation Competition, also held at Miami.

Employment Under AFRes Technician Program Begins at Ellington AFB and Davis Field

The green light has been given to begin actual implementation of the Air Reserve Technician Program at Ellington AFB, Tex., and Davis Field, Muskogee, Okla. The reserve units involved are the 446th Troop Carrier Wing at Ellington and the 65th Troop Carrier Squadron at Davis.

The original plan for implementation over an 18-month period has been scrapped insofar as these two locations are involved and every effort will be made to complete conversion to an Air Reserve Technician work force by June 30, 1958. Detailed plans are being rushed in order that on-the-site recruiting, examining, and employment action can begin late this month.

Early steps include indoctrination and planning conferences at Hq, 10AF for Davis Field and Hq, 14AF for Ellington AFB. Immediately following these conferences, indoctrination sessions will be scheduled at both locations to outline the principles and procedures in selection and employment of technicians and the timetable involved to both reserve

and present permanent party personnel.

Mr. L. C. Lingelbach, director of Civilian Personnel, Hq, ConAC, will conduct the personnel phase of these indoctrination periods and is expected to be on the scene to coordinate the initial employment stages. Planning action by Hq, USAF and the Civil Service Commission for the actual examining and employment of technicians is being finalized. Basic in the employment process is the announcement of competitive examinations for each category and level of position involved with selection for each position being made from the top three eligibles as required under normal Civil Service Commission rules and regulations. Appointments to technician positions will be career or career-conditional in nature.

The announcement of examinations is expected to commence about February 1. An article in the September 1957 issue of the *Air Reservist* indicated personnel who are currently Air Force Reservists or potential reservists and are career or

see EMPLOYMENT page 7



AIR FORCE RESERVE • AIR NATIONAL GUARD
AIR FORCE ROTC • CIVIL AIR PATROL
EXPLORERS, BSA

Lt. Gen. William E. Hall
Commander, Continental Air Command

Col. Allen H. Wood
Chief, Office of Info. Svs., ConAC

EDITOR
Lt. Col. Franklin Hibel

ASSOCIATE EDITOR
Fred E. Giachino

STAFF WRITERS
T/Sgt. Earl C. Nelson, Albert W. Febrey

The *Air Reservist* is an official publication of the Directorate of Internal Information, Office of Information Services, Continental Air Command, approved by the Secretary of the Air Force as the medium for the AF Reserve, the Air National Guard, AF ROTC, Civil Air Patrol, and the Explorers, BSA.

Editorial Office: Room 834 Old Post
Office Bldg., Washington 25, D.C.

If you know any member of the AF Reserve not on active duty, who is not receiving this magazine, advise him to report that fact, including his full name, rank, service number, plus old and new home addresses to "The AIR RESERVIST," Air Reserve Records Center, 3800 York Street, Denver 5, Colorado.

Air Guardsmen not on active duty receive copies of this magazine through their unit of assignment.

Material contained in the AIR RESERVIST is indexed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by the Secretary of the Air Force and the Director of the Bureau of the Budget 15 July 1955.

6231100 "Swiftlift"



AFRes troop carrier potential was enhanced by recent conversions to "Flying Boxcars."

Manning of C-119's in support of Swiftlift is proving the AFRes' airlift capabilities.

ConAC's Big Payoff

OPERATION *Swiftlift*—underway since last April—is conclusively proving the airlift capability of the Air Force Reserve.

Swiftlift—judging from current statistics on the operation—promises to dwarf Operation *16 Tons*—heretofore the biggest airlift in Air Force Reserve history.

Briefly: *Swiftlift*, which began in support of 18AF's airlift requirements, now provides that AFRes troop carrier crews furnish airlift assistance to TAC's 9AF—which is committed to transporting military cargo and personnel throughout the continental U. S.

Some 21 AFRes troop carrier squadrons, flying C-46's and C-119's, are currently assisting the 9AF in this capacity.

The plan calls for AFRes squadrons to provide one aircraft and crew in around-the-clock support of the 9AF's airlift requirements.

As of mid-November these reserve crews have already completed 132 missions—ferrying personnel, engines, spare parts and sundry cargo to various points.

Over 2300 passengers have been flown (that's more than the Queen Elizabeth, world's largest liner, can carry)—better than a 1½ million cargo pounds airlifted; 2,208,000 passenger miles travelled—or nearly 10 times the mean distance to the moon; and about 4000 flying hours logged; *all* without a major accident.

Swiftlift is steadily gaining momentum. It is estimated that by end of 1958 many AFRes aircraft and crews will be participating in the airlift and will have logged over 19,000 hours.

Idea behind operations such as *Swiftlift* is to provide AFRes troop carrier crews an opportunity to achieve realistic training by participating in "live" missions. Some 3165 reserve man days have been utilized as of mid-November in *Swiftlift*.

The AFRes crews themselves represent a cross section of American communities. Among them are civic leaders, farmers, businessmen, salesmen, engineers, etc. Most of them are WWII or Korea veterans and many of them former or present airline pilots.

Last autumn, Air Reservists participated in *16 Tons*—which

entailed the ferrying by reserve troop carrier wings of nearly one million pounds of equipment from Long Island to the Caribbean area. The reserve aircraft hauled materiel to assist the U. S. Coast Guard establish a LORAN (Long Range Navigation Aid) chain in the Caribbean.

Over-all, during *16 Tons*, over 860,000 pounds of LORAN equipment were airlifted, some 526,000 miles flown and approximately 3000 hours logged—without mishap.

This proven capability of the AFRes troop carrier units to back up the regular AF—should emergencies arise—gives the regular establishment an added "ace in the hole."

So the AFRes—along with its all-important role as a Ready Reserve force to augment our air defenses—is paying its way in a real and positive sense and giving the taxpayer a good return for his dollar.



Academy Liaison Bids Must Be Approved

Announcement of USAF Academy liaison slots to eligible Air Reservists has resulted in a flood of queries from interested applicants.

The October-November issue of *The Air Reservist* outlined the requirements and eligibility for appointment of the liaison officers. In addition, a ConAC letter to its numbered air forces (Sept. 25, 1957) included all necessary information.

The Director of Admissions, USAF Academy, has stated that the response to this program has been outstanding. However, that office is unable to accept personnel desiring these positions unless the appropriate numbered Air Reserve Center commander has approved the application. Accordingly, all AResC commanders are urged to inform their personnel who are interested in the Academy liaison positions to conform to the conditions of paragraph 2, letter, CNPRP-A2, Hq ConAC, 25 Sept. 57, Subj: *USAF Academy Liaison Officers*.

Even though the response to this program has been excellent, individuals are urged to continue to submit applications, but to do so through the commander of the numbered AResC having jurisdiction over the locality in which they live.

SAR personnel go all-out to log

"MIS

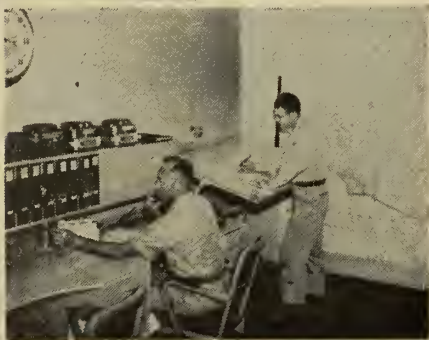
THE officer seated before the console desk hung up one of the many telephones before him, rose and walked to the huge wall map. He sighed with relief as he removed a small plastic plane model from its spot on the map.

"Well, they've found him . . . and he's able to walk."

The airman at the typewriter looked at the entry-filled log page before him and typed neatly . . . "Mission Closed."

Such scenes are repeated with regularity in the Rescue Coordination Centers located at the Continental Air Command's numbered air forces' headquarters. Many times the results are not as pleasant. But, regardless of the conditions under which the object of the search is found, SAR personnel realize that their mission is of great importance to civilians and the military alike.

ConAC, under Lt. Gen. William E. Hall, is federal coordinator for the vast network of search and rescue operations within the nation's inland region, and considers this work an extremely vital function of the command.



4AF SAR Coordinating Center receives call to establish a mission; map pinpoints incident.

The National Search and Rescue concept means that all federal, state and local search and rescue agencies work together as a unit, forming a network which can render aid to persons or property when distress strikes. The country is divided into SAR sub-regions, and areas with coordination centers and mission control centers established at each level of responsibility.

As of this writing, sub-regional SAR coordinators of ConAC's four numbered air forces have coordinated and directed over 300 SAR missions in which there were over 6,000 sorties flown, involving over 13,000 hours of air search.

A further breakdown of the search and rescue statistics for the five month period is revealing as to the relative

amount of search and rescue effort in behalf of civilian and military incidents of all types:

- For civilian persons there were 69 missions, 222 sorties, 478 hours flown.
- For overdue, missing or crashed civilian aircraft, there were 43 missions, 2,837 sorties, 4,737 hours flown.
- For military aircraft, there were 82 missions, 2,658 sorties, 6,485 hours flown.
- For intercepts of distressed aircraft there were 53 missions, 58 sorties, 141 hours flown.
- For false incidents involving civilian persons there were 39 missions, 158 sorties, 264 hours flown.

One aspect of the coordination and efficiency that has already been realized from the inception of the National Search and Rescue Plan is the manner in which the civilian populace and non-Federal agencies have quickly grasped the significance of the National Search and Rescue organizations' potential.

This was graphically illustrated recently on the occasion of a large number of hunters becoming stranded in the mountains in Nevada by a freak snow fall. In this instance, the Nevada State Highway Patrol worked very closely with the Civil Air Patrol and military search and rescue agencies in the area, under the coordination of the 4AF SAR personnel.

When military assistance was requested by the Nevada State Highway Patrol, it was provided quickly and in an efficient manner by a host of military installations in the area, resulting in the safe rescue and recovery of the stricken hunters, 80 in all, from their would-be snowy tombs.

SAR personnel also have an important place in domestic emergencies. Although the Army has the primary responsibility for handling domestic emergencies of all kinds, the AF is often called upon for aid.

For example: After Hurricane Audrey had devastated a section of the Louisiana coast recently, the AF aided by airlifting needed personnel and supplies. AF helicopters performed many other missions, including the feeding of cattle stranded on high ground as a result of the flooding waters. And AF cooks were pressed into service to prepare thousands of meals for the disaster workers and the homeless in the area . . . Over-all co-ordination by the AF effort was done by 14AF SAR.

Naturally, the AFRes plays a prominent part in the plan. Its potential was

first displayed by the newly activated 301st Air Rescue Squadron located at Miami International Airport. This unit effected the first rescue in AFRes rescue squadron history on January 25 of last year. The instance involved a mid-air collision of two B-47 Stratojet bombers off southwest Cuba. Three USAF officers who bailed out were picked up by SA-16's of the 301st and flown to Key West Naval Hospital for recuperation.

Both of the above incidents were supervised by the 14AF which has search and rescue jurisdiction within the south central and southeastern states. The SAR Division of the 14AF has performed



10AF SAR personnel survey their command's area responsibility of 926,469 square miles.

close to a 100 full scale missions and many smaller actions since it started around-the-clock operations on June 1. In a wide range of sea, air, and ground mishaps, nearly 400 aircraft, civil and military, have been involved in SAR operations, flying more than 3,700 hours and nearly 1,700 sorties. The payoff figures are . . . 120 persons found alive . . . 25 dead . . . three missing.

But this represents just one-fourth of the national effort being put forth by ConAC-led personnel. The 1st, 4th, and 10th AF's do equally as much and as well.

The SAR sub-regional coordinator in the 1AF is responsible for the 14 north-eastern states. Though the missions in this area have not as yet been quite as spectacular as in some other AF areas, the SAR people here have also kept busy. The statistics show that 1AF SAR personnel have thus far coordinated 16 missions involving 1,375 sorties and 2,529 flying hours.

A typical operation is that of the 4AF sub-region. Its coordination center is located at Hamilton AFB, Calif. The center directs SAR missions throughout the western states. It receives all calls initiating a search and rescue mission or

ON COMPLETED"

is notified that a mission is already underway. Once the call is received, the center determines which agency closest to the scene is capable of handling that particular type mission. The chosen agency is then assigned as the "mission control center" and assumes the responsibility for the rescue. Any outside assistance needed is relayed to the coordination center which, in turn, immediately dispatches aid to the scene. Once at the scene, all outside help is under the supervision of the mission control center.

A picture of the agencies involved in the 4AF alone is staggering. The combined forces of its sub-region include some 62 Army, Navy, Air Force and Coast Guard installations, approximately 200 Civil Air Patrol Squadrons, eight Ground Observer Corps filter centers, 658 GOC observation posts manned by 37,000 volunteer observers, six Forest Service regions, the National Park Service, the Civil Aeronautics Administration, all Highway Patrol or State Trooper agencies, the Interstate Communications Network, county sheriffs through the area, and right down to each individual resident. Local residents play a key role in reporting an incident, and oftentimes even participate in the mission.

Typical of the types of missions handled by the 4AF SAR Coordination Center are these which have occurred in recent months:

A forest ranger called the center to report a critically injured mountain climber stranded at the 11,500 foot level in King Canyon National Park. A doctor

tude. Telephone contact was arranged between the military and civilian pilot and the SAR coordinating center and all available information on the mission was furnished the military pilot.

Armed with this information, the pilot flew to Bishop, Calif., located near the scene of the accident, and picked up a local pilot to serve as guide to the spot where the climber would be found. The injured man was thus removed from the side of the mountain the following day and reported to the hospital in favorable condition. Again "Mission Completed."

In another instance, the base operations officer at George AFB, Calif., reported that a Western Airlines aircraft had landed at his base after having an accident in which a window blew out of the aircraft and at least one passenger was lost. The accident had happened immediately west of Daggett, Calif. George AFB had already dispatched one helicopter and Edwards had sent two. After nine sorties had been flown, the missing pieces of the aircraft were found, but there was no trace of the lost passenger. It was anticipated at this time that the Air Lines or CAA would continue the search with ground parties. However, one helicopter was scheduled to fly another 2-hour and 35-minute mission that day. It finally found the body of the missing passenger.

With more than 175 missions completed since June, the 4AF has been involved in every type of incident ranging from finding lost fishermen to downed flyers.

To deal with search and rescue in the 13-state 10AF area, the sub-regional coordinator at headquarters had in turn formed 12 SAR districts which conform to the state boundaries.

Up to November 18, there had been 26 missions by the 10AF-21 involving overdue aircraft. The "incident" becomes a "mission" when physical search begins. Nine cases proved to be aircraft accidents. In six of these incidents, the wreckage was spotted through aerial search efforts organized under the ConAC plan.

During the Ohio ANG's summer encampment in northern Michigan, a pilot was forced to bail out of an F-84. An AF helicopter sent out by the local SAR mission director located the pilot in a forest about one hour later. He was injured but was successfully evacuated in the helicopter.

According to one officer assigned to the

10AF SAR Division, the action is not always so quick.

"If the civilian authorities could get all pilots to file flight plans it would simplify the search. Then you could get started before everything is cold."

His point was borne out in a mission in Nebraska. The SAR coordinator was notified of a plane 28 hours overdue. There had been no flight plan; the authorities were notified by the family. The wreckage of the missing plane was located by aerial search quickly — in three



1AF SAR men check course of overdue plane and possible airfields where it may have landed.

and one-half hours. One passenger was alive. There was evidence that the pilot had lived for some time after the accident; he was dead when the searchers reached the scene 32 hours later.

Experiences so far indicate that when a plane is missing, an unforeseen landing is more likely than an accident. The SAR coordinator plots the missing plane's last known position and probable course. He gets weather data for the area of the flight—a big clue as to whether the pilot was forced down. He can ask for CAA to help in making a check of airports. He also will call in one or more of the district coordinators to work within the state — making phone checks at airports that have no radio, as well as with relatives and friends of the missing pilot.

Preliminary investigations by the 10AF SAR coordinator have solved the mystery in about 40 cases. The pilot is located in his own living room, or at another airport. He didn't close his flight plan, or there was a communications goof.

However, when the preliminary investigation doesn't produce a lost object, SAR gears are turned to high and the search is wide. And in all cases, these search and rescue workers under ConAC's numbered air forces have one thing in common: they are not satisfied until the words "mission completed" are entered into the log.



14AF SAR controller takes call for aid while assistant stands by to record locale in log. on scene stated that the injured man would not survive an evacuation by foot. Edwards AFB was contacted for mission control since it had the only helicopter in the area capable of operating at this extreme level. Earlier, a civilian helicopter pilot had surveyed the area but was unable to effect a rescue since his machine would not operate at that alti-

CROSS COUNTRY REPORT

USAF Approves Emblem

An official emblem for the 8503d ARSq (Navigation Training) of Minneapolis, Minn., has been approved by Hq USAF. It was designed by Capt. Phillip C. Barrager, a member of that unit.



The emblem includes an AF blue equilateral triangle behind a black silhouetted Viking ship under full sail, with white ocean waves splashing on the ship, and shows the North Star, all symbols of the navigation squadron. The black scroll encircling the emblem contains the motto, "Navigation, Training, Nordicus" inscribed in white.

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Forms Research Squadron

Col. James W. Fitts, cmdr, 9904th ARSq, Atlanta, Ga., announced the formation of the state's first AFRes Specialized training flight in research and development. Capt. Christopher Pearce, training officer of the 2689th AResC, pointed out that the unit, known as Flt C, has been in the planning stage since 1954.

The newly formed flight has a present enrollment of 21 men who in civilian life represent a variety of organizations in the Atlanta area. Col. Joseph J. Wimberly, flight commander, is a research engineer with the Tennessee Corp., research laboratories.

★ ★ ★

Hops Ocean for Meetings

Capt. William J. Frank, a flight commander in the 102d F-I Sq, New York ANG, at Floyd Bennett Field, Brooklyn, resorts to Atlantic Ocean hopping to

attend his monthly week-end Guard meetings. He flies from Luxembourg, in Europe, to New York.

In civilian life a C-46 cargo aircraft pilot for Seaboard and Western Airlines, Capt. Frank currently flies out of a civilian airport in Luxembourg to destinations throughout Europe. His military role finds him flying F-94 *Starfire* interceptors. Rather than seek leave of absence because of his remote civilian flying assignment, Capt. Frank manages to catch a hop on a company plane each month to maintain his Air Guard attendance record.

★ ★ ★

Reserve Roundup

Maj. Gen. Sory Smith, cmdr, 4AF, presented the Dept. of Defense Reserve Award to the Crocker-Anglo National Bank of San Francisco. . . . *Col. John R. Pountney*, former cmdr, 435th Trp Carr Wg, Miami, Fla., has moved to Memphis, Tenn., and will resume his reserve career in that city. . . . *Dr. Sampson Soloveitchik*, a Russian exile, spoke to members of the 9719th ARSq, Kansas City, Mo. . . . The 10AF won the ConAC Administrative Effectiveness plaque. . . . A group of 20 Brooklyn College AFROTC cadets flew to Orlando, Fla., to visit Pinecastle AFB.

Jet-powered commercial airliners will be landing at the San Francisco International Airport by late next year, *L. T. Long*, of United Air Lines, predicted in a speech to the Information Services Flight of the San Francisco AResC. . . . *Col. Edwin H. Lauth*, cmdr, 94th Trp Carr Wg (R), Scott AFB, Ill., was given a plaque by members of his command. . . . *Maj. Richard H. Denison*, of the 146th F-I Wg, California ANG, was the first Air Guardsman to win that state's rifle shooting title. . . . *Maj. Gen. Homer L. Sanders*, vice cmdr, ConAC, presented the Dept. of Defense Reserve Award to the Johnston Cadillac Inc. of Trenton, N. J.

One-hundred eighty Explorer Scouts from Louisville, Ky., were given a tour of Clinton County AFB and a flight in C-119's. . . . The USAF Drum and Bugle Corps provided the music for Rutgers U's, third Annual Fall Review.

MAIL BAG

Dear Editor:

How may I obtain a DD Form 214 (a certified copy of original separation certificate)?

KR
Toledo, Ohio

Any AF reservist separated under honorable conditions may obtain one by submitting a written request to ARRC (Attn: Special Actions Branch). Request must include a reasonable explanation of the circumstances surrounding the incident as proof that the loss or destruction of the DD Form 214 was unintentional.

Dear Editor:

I'm a 5-year obligor and have completed three years of active reserve service. Can I be discharged from the AFRes?

WLK
Tampa, Fla.

Yes. AFReg 45-35 (Par 4a(1) & (2)) indicates that certain obligors to Ready Reserve units or positions are eligible to complete their period of obligated service by meeting the minimum participation requirements established. Requests should be forwarded to your commander or to ARRC (Attn: PDD-3).

Dear Editor:

I was relieved from AD as a flight officer, AUS, May 10, 1946. I accepted a second lieutenant, ORC, appointment, July 1, 1947. What was my status between these dates?

EIG
Marietta, Ga.

You have a valid military status during that period. Your temporary flight officer, AUS, appointment was effective until April 28, 1952, the date the national emergency was officially terminated by direction of the President. Flight officers holding AUS appointments who accepted ORC appointments prior to April 28, 1952, have no break in service; those who accepted ORC appointments after April 28, 1952 have a break in service equal to the difference between the ORC acceptance dates and April 28, 1952.

ANG Jet Instrument School Gives Advanced Training

A major advancement in the air defense system of this country currently is being realized as Air National Guard jet pilots in increasing numbers are being graduated from ANG's own jet instrument school at Ellington AFB, Tex., and returning to their units fully qualified in advanced instrument flying techniques.

The school was created when it was realized that ANG pilots, after having won their wings while on TDY to the active USAF, could not obtain further advanced training at their home bases. Reasons for this were, (1) the full-time staff of each ANG unit is too small to effectively cope with the complex job of giving all-weather and air tactics to each individual pilot and (2) the student pilots, having returned to civilian status, but with ANG responsibilities, could not make himself available on a 24-hour basis.

ANG Gets Approval

With this problem in mind, Maj. Gen. Winston P. Wilson, deputy chief of the National Guard Bureau, obtained AF approval for an ANG school with a training curricula closely following that of the USAF Advanced F-I Sq Schools at Perrin and Moody AFB's.

Maj. James T. Crump, former operations officer of the 111th F-I Sq, Texas ANG, was named commandant of the school. Selection of personnel to man the academic, flight instruction and maintenance positions was made after careful screening of applications from members of ANG units throughout the country.

Complete Check-out

To insure complete standardization of instrument procedures and techniques presently established by USAF, a complete academic and flight program identical to that of the USAF IPIS was established for the ANG academic and flight instructor personnel. A complete check-out on operation of the C-11 synthetic trainer was given guard instructors.

Last November, the first class of pilots graduated and returned to their individual home guard units.

The current programmed student flow as outlined by the Guard Bureau is 18 students per class, each class six weeks in duration of which two weeks are spent in academic training and four weeks in flight training. Classes are entered every two weeks, thereby keeping the complement of the school at a continuous flow of 54 pilots in training.

B-57's FOR ANG

Operational tests on a photo reconnaissance version of the ANG's recently acquired B-57B's are being conducted by the 154th Tac Recon Sq at Adams Field, Little Rock, Ark.

Should these tests be successful, all 48 B-57B's programmed for the ANG will be modified by the units scheduled to receive the planes. This modification involves installation of a K-38 camera capable of obtaining large, medium and small vertical daylight photographs at altitudes from 1,000 to 40,000 feet.

This conversion, it was announced, will be accomplished without USAF funding. The modified plane will be designated the RB-57B.

Command & Staff Course Open to Eligible Reservists

AFRes and ANG officers serving in the grades of major through colonel now can apply to attend the Command & Staff Orientation Course. AFRes officers must be members of Category A Units or hold mobilization positions (Training Categories A, B, C, or D) to be eligible for attendance.

The reporting date for the course is June 16, 1958, and closing date is June 27, 1958. Applications should be submitted on AF Form 1289 (Application for Active Duty Training) through normal AFRes and ANG channels. The ConAC air forces will make selections of the best qualified AFRes applicants approximately 90 days prior to reporting date. The ANG plans to make their selections in early spring.

Selected officers will be voluntarily ordered to active duty for training for the purpose of attending the course.

Eligibility includes being within the maximum age for their particular grade (major, 48; lt col, 53; col, 58) and officers must not have attended the resident Command & Staff School or the Command & Staff School Orientation Course within the 5-year period prior to the reporting date of the class.

In addition to the information required by AF Form 1289, applicants should include the following: a) date of birth; b) civilian occupation; c) service schools attended; d) civilian schools attended above high school level; e) security clearance; f) date of rank; g) any other information bearing on selection.

Tight Budget Restricts Drill Pay for Assignee Slots

Budgetary restrictions and Department of Defense imposed drill pay ceilings resulted in Headquarters USAF action to restrict drill pay for future assignees to Part III mobilization positions. However, applications which were in fact being processed at the time of receipt of this restriction by ConAC agencies are excepted provided assignment was completed with an effective date of not later than December 31, 1957.

Annual tours of active duty for training are not effected by this policy since future assignments will be in pay group D.

The decision to curtail Part III mobilization requirements in the amount of inactive duty training which will be required on a non-pay basis will be determined by the Training Category to which the individual is assigned. This will be either Training Category B which requires 24 inactive duty drills or Training Category C for which 12 drill periods are prescribed.

The tight budget and drill ceiling situations may cause further curtailment of pay for Ready Reservists. Every effort is being made to forestall this but the success or failure of these efforts is not within the control of the Department of the Air Force.

In consonance with Headquarters USAF policy of keeping reservists informed of changes, wide dissemination of developments will be made as soon as decisions are sufficiently firm.

■ EMPLOYMENT from page 2

career-conditional employees of the Air Force or another government agency may be selected non-competitively to fill technician positions.

Significantly, such selection is discretionary rather than mandatory except where employee-reservists assigned to the Air Reserve Flying Center are involved. In any case, the examination announcements will receive wide distribution and publicity in each of the locations involved and more detailed information will become available locally during January.

While the data discussed above is beamed toward the specific locations of Ellington AFB and Davis Field, it does outline the general pattern which will materialize as additional locations and organizations are added. Best estimates are that manpower limitations will preclude additional locations until, at the earliest, the end of this fiscal year.



New ID Cards to Air Reservists: In compliance with AFR 30-20, dated Oct. 28, 1957, new Identification Cards will be issued to AF reservists not on extended active duty. Completion of the changeover to the new ID card is set for Jan. 1, 1959. The ID card presently being used (DD Form 2AF (RES)) will remain in effect until Jan. '59 unless replaced sooner by the new card. All reservists being issued an ID card will receive the new Form 1173 which will not carry the individual's blood type and RH factor.

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Pending JAG Legislation: Legislation designed to combat the increasingly serious shortage of lawyers in the armed forces was introduced during the First Session, 85th Congress, by Sen. Strom Thurmond (companion bills were introduced in the House) to give the AD judge advocate and law specialist additional pay commensurate with that presently authorized the military physician and dentist. The amount of additional pay under the bill will be based upon the length of time a military lawyer has been designated a judge advocate or a law specialist. Another attractive feature provides for promotion to the grade of captain after the officer-lawyer has been admitted to practice law for one year. Out of a total authorized strength of approximately 1,200 lawyers in the AF, during the last fiscal year, 327 officer-lawyers were released from AD. In addition, officers applying for augmentation have not been enough to fill regular allocated spaces. A quota for 160 direct commissions and recalls for qualified lawyers has been set for the third and fourth quarter of FY58.

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AU Course Open to Reservists: A 5-day top secret course entitled "Air Warfare Systems Orientation Course," is open to reservists. The Air University, Gunter AFB, Ala., has scheduled seven classes for the course beginning in Jan. '58 and ending in June. Interested reservists should apply for admission through their commanders to Hq ConAC.

☆ ☆ ☆

Sen. Smith Completes AD Tour: An AFRes lieutenant colonel, Sen. Margaret Chase Smith of Maine finished a special month-long AD tour at the request of the Hon. James H. Douglas, AFSec. Sen. Smith interviewed officers and airmen at major commands, paying particular attention to AF personnel problems involving retention of technically qualified people.

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CBS-TV Film Re-runs: Repeats of last winter's successful *Air Power* series are expected to be shown on CBS-TV in April, next year.

Non Prior Service Program: Spaces available for non-critical, 6-month non-prior service reservists, to include basic military training, on-the-job training, and technical training slots, for FY58 has been reduced from 4,182 to 3,844. The elimination of 338 spaces from the previously established quota is because of a reduction in the force structure.

☆ ☆ ☆

Korean Bonuses: Minnesota, Ohio, and West Virginia have been added to the list of states paying bonuses to veterans of the Korean conflict. Application forms may be obtained in Minnesota from the Korean Bonus Division, Veterans Service Bldg., St. Paul 1, Minn.; in Ohio from the Korean Conflict Compensation Fund, 293 E. Long St., Columbus 15, Ohio; and in West Virginia from the Bonus Division, State Capitol Bldg., Charleston, W. Va.

☆ ☆ ☆

IQ Level Up: The AF, in keeping tab of the intelligence level of the Air Force Reserve's 6-month trainees, has found that there is a steady rise in their learning ability. Nearly 75 per cent of the first enlistees are now in categories I or II. Early in the program, about 60 per cent of recruits signing up were in Groups I and II, while youths enlisting during the fall months were running better than 80 per cent in the high IQ groups. A breakdown of 4,287 trainees enlisted through Sept. 30 indicates that 23 per cent fall in category I, 50 per cent in category II, 25 per cent in category III, and only two per cent in category IV.

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THE AIR

Reservist

FEBRUARY 1958



ART Plan in Action

1AF BOWS OUT

page 2

Gen. Hall Swears in First Technicians As Air Reserve Program Gets Under Way

The first two Air Reserve technicians to participate in the Air Force's newly inaugurated Air Reserve Technician Program were officially sworn in on Jan. 10 by Lt. Gen. William E. Hall, ConAC commander.

They were M/Sgt. Samuel C. McCormack, of South Houston, Tex., whose ART assignment will be as a line chief with the 705th Troop Carrier Sq., Ellington AFB, Tex., and T/Sgt. James W. Clark, Muskogee, Okla., assigned as an aircraft maintenance technician at Davis Field.

Gen. Hall, in congratulating Sgts. McCormack and Clark, stressed the importance of ART to modern defense, economical use of trained manpower and the resultant monetary savings.

Normally, each of the 15 wings programmed for the Air Force Reserve has approximately 1600 personnel assigned. ART will convert 20 per cent of this number to civilian Air Reserve technician positions.

All appointments will be through competitive Civil Service procedures. Reserve technicians must be eligible for AFRes affiliation during the tenure of their ART appointments.

The Air Reserve Technician Program is designed to achieve maximum combat readiness and effectiveness of Air Reserve flying wings in the event of mobilization.

ART combines Civil Service employment with active reserve participation. Reserve technicians will serve as civilian AF employees during the standard work

week, then don AF uniforms for reserve training one weekend each month and a 2-week active duty tour with the AF each year.

The program is based on the need for a "cadre" or "hard-core" of highly skilled, permanent, stabilized reserve personnel immediately available to the AFRes wings in emergency or in the

event of national mobilization.

Utilization of the ART concept will release officers and airmen to regular units for reassignment. Today's implementation of the ART program is the pilot project designed to "iron out bugs" before extending it to all flying units—nationwide—when and as money and civilian spaces becomes available.

The pilot project is being operated at two ConAC Flying Training sites: Davis Field, Muskogee, Okla., and Ellington AFB, Houston, Tex.

1AF Bows Out in Economy Move; Action Results in Realignment of ConAC Areas

ConAC's largest numbered air force, the 1AF, commanded by Brig. Gen. John H. Ives, will be disbanded by the end of this fiscal year, June 30, 1958, Hq USAF announced.

This action calls for realignment of responsibilities between the 10AF and 14AF, with 4AF responsibilities remaining as assigned. (See map outlining new areas.)

AF officials stated that emphasis on the Reserve Training Program is not being decreased as a result of this action, which strictly is a move to cut down overhead personnel costs.

Discontinuance of 1AF headquarters will reduce administrative positions by approximately 400 (114 officers, 157 airmen and 129 civilians) and will save approximately \$2.2 million annually.

AFB, New York, holds jurisdiction over reserve units in 15 states, including the New England states, New York, New Jersey, Pennsylvania, Ohio, Delaware, Maryland, Virginia, West Virginia, Kentucky, and the District of Columbia.

ConAC's Revised AF Areas



1AF headquarters, located at Mitchem AFB, includes 10 ARFC's, 35 AResC's, an AResC, and 1 AResC. **see 1AF page**

THE AIR
Reservist
VOL. X NO. 2
FEBRUARY 1958



Cover: Gen. Hall swears in first AFRes technicians as Mr. L. C. Linglebach, ConAC civilian personnel director, observes. See story obave.

AIR FORCE RESERVE • AIR NATIONAL GUARD
AIR FORCE ROTC • CIVIL AIR PATROL
EXPLORERS, BSA

Lt. Gen. William E. Hall
Commander, Continental Air Command

Col. Allen H. Wood
Chief, Office of Info. Svs., ConAC

EDITOR
Lt. Col. Franklin Hibell

ASSOCIATE EDITOR
Fred E. Giachino

STAFF WRITERS
T/Sgt. Earl C. Nelson, Albert W. Febrey

The Air Reservist is an official publication of the Directorate of Internal Information, Office of Information Services, Continental Air Command, approved by the Secretary of the Air Force as the medium for the AF Reserve, the Air National Guard, AF ROTC, Civil Air Patrol, and the Explorers, BSA.

Editorial Office: Room 834 Old Post Office Bldg., Washington 25, D.C.

If you know any member of the AF Reserve not on active duty, who is not receiving this magazine, advise him to report that fact, including his full name, rank, service number, plus old and new home addresses to "THE AIR RESERVIST," Air Reserve Records Center, 3800 York Street, Denver 5, Colorado.

Air Guardsmen not on active duty receive copies of this magazine through their unit of assignment. Material contained in the AIR RESERVIST is indexed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by the Secretary of the Air Force and the Director of the Bureau of the Budget 15 July 1955.

M/G Harmon, JAG Chief, Urges Full Utilization Of Qualified Personnel

Realizing that future emergencies will not permit any delay in providing essential legal support to the country's survival effort, Maj. Gen. Reginald C. Harmon, USAF Judge Advocate General, last month placed the Pentagon's Mobilization Assignment Gp on an all-out "wartime professional training" footing.

Gen. Harmon, speaking to judge advocate Air Reservists throughout the country, declared that "we must marshal every available resource to meet the challenges that present themselves with the dawn of a new concept in military preparedness."



Gen. Harmon

Faced with necessary budget-imposed restrictions on numbers of available active duty judge advocate personnel, together with a heavy exodus of junior officers returning to private practice, Gen. Harmon urged immediate reserve training of the M/A program to the maximum extent practicable to active establishment tasks.

He further directed his professional counterparts throughout the AF to exploit the full potential of this resource and personally set the example by girding his Department's facilities and personnel for the vital task.

Prominent Men Selected

Modeling the M/A Gp on his own office structure, Gen. Harmon selected for his division chiefs, lawyers fully experienced, with maturity and technical ability. These prominent men were named to head the Claims Division, the Legislative Division, and the Directorate of Military Justice.

These leaders, with their associates and assistants, currently are meeting weekly for 4-hour training periods right in the Pentagon's JAG offices.

In addition to "on the job proficiency training" and fostering closer associations between active and non-active duty judge advocate officers, there has been programmed for study, current legal endeavors within the various divisions of the JAG office, revisions of regulations, AF manuals, reports of Courts-Martial trends, discussions and criticism of legal opinions and development of appellate



Three active duty supervisors of the renovated JAG M/A program of the Pentagon discuss a problem. Left to right they are Maj. Timothy G. O'Shea, and Lt. Cols. Donald R. Simpson and Louis F. Alyea.

briefs, and staff studies involving current legislation.

Gen. Harmon called on all JAG units throughout the country to step-up their activity and urged recruitment of all qualified personnel within their territories.

"Our citizen-airmen are ever eager to

share the burden of insuring the nation of willing hands and intelligent minds to meet our problems, be they professional, technical or administrative," the general declared.

In the realm of military law, he added that "it is our intent, yes, duty and responsibility to fully utilize their talents."

Reserve TCW Rodeo Set for Next Month; Bakalar AFB Again Scene of Competition

Qualified Air Reservists are polishing up for ConAC's second Troop Carrier Rodeo set for Bakalar AFB, Ind., March 8-11. Designed to determine the status of aircrew training, increase tactical proficiency and stimulate competition among Reserve TCW's, it is open to the best individual crews and three-crew teams from each participating wing.

The M-D mission of the AFRes TCW's requires that they be capable of accomplishing parachute delivery of airborne forces and equipment into zones of combat utilizing the Computed Air Release Point (CARP) system developed by Tactical Air Command. Thus, the Troop Carrier Rodeo will permit examination of unit capability to perform accurate air-drops utilizing CARP.

The first Reserve Troop Carrier Wing Rodeo held by ConAC also took place at Bakalar AFB, October 5, 1956. At the finish, the Rodeo winner with a low score of 717 was 1AF's 302d TCW, Clinton County AFB, Ohio. Top air crew with 298 was the 302d entry piloted by Lt. Paul B. Heironimus.

This year's ConAC-wide exercise admits one team manned by reservists from each participating wing. The crews will be selected on a performance basis. All wings possessing squadrons which transi-

tioned to C-119's during or prior to summer camp in 1957 are slated to provide teams. Numbered air force commanders are authorized to enter C-119 teams from wings possessing squadrons more recently converted, at their own discretion.

Each participating wing will enter one team. Each team will consist of three crews composed of a pilot, co-pilot, navigator, flight mechanic, radio operator and drop master. A wing commander, wing director of operations, troop carrier group or squadron commander will serve as team captain. The team captain must participate in at least one single aircraft drop and in all formation drops. He may serve as pilot, co-pilot, or aircraft commander.

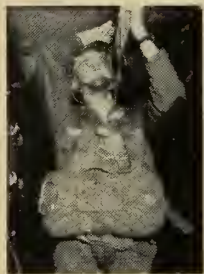
The following factors will be among those considered in computing the scores: take-off times, circular error, drop time, formation join-up, formation discipline, and formation recovery. The team having the best score will be declared the team winner. The crew having the best score will be declared winning crew regardless of team standing.

All participating Reserve aircrew members must have attended their units' 15-day active duty training during 1957. Participating pilots, co-pilots, and navigators must be reservists not on extended active duty.

DEDICATED AIR RESERVIST

by Fred Giachino

THIS "dedicated" tag aptly personifies Lt. Col. Campbell Jackson of the 459th Troop Carrier Wing stationed at Andrews AFB, Washington, D. C. Col. Jackson is a civil servant—all the way. The WWII combat pilot is an attorney employed as a management analyst at the Pentagon by the Army



Hooking Up . . .

evidence:

Statistically, there is a scarcity of 38-year-old volunteers to challenge the rigors of Army paratroop training, designed magnificently to tax the courage and energies of able-bodied American youth. Though Col. Jackson is hardly ancient, he'd be the first to concede that the ol' reflexes are less pliable than a dozen or more years ago.

The colonel is a troop carrier pilot. From experience, he has learned that troop carrier crews often fail to understand the Airborne's problems. Since rapport is vital for maximum coordination, Col. Jackson thinks it desirous that a few pilots and navigators from each of the AFRes troop carrier units take airborne training and study the Airborne's methods and objectives, first hand.

Now, of course, this is a substantial chore to ask of the AF's weekend warriors who already give in abundance to further this nation's ability to deter aggression. But Col. Jackson suggests no task that he is unwilling to undertake himself.

Proof! On December 13, 1957, Lt. Col. Campbell Jackson graduated as a full-fledged paratrooper from the Parachute School at Fort Benning, Ga. Having completed the prescribed 4-week training course which included five exits from a C-119 in flight, he now is authorized to wear *Jump* wings below his

Senior Pilot wings, the other adornment of considerable standing.

What makes Col. Jackson's feat the more praiseworthy is that he unselfishly contributed a month's annual vacation leave from his civilian job in order to accomplish this training stint at Fort Benning.

Surprisingly, there was little resistance to his application for parachute training, even though this course did not appear in the USAF Training Prospectus, plus the fact that it was the initial request of this type by an AFRes troop carrier pilot.

Actually, Col. Jackson's boss, Brig. Gen. Ramsay Potts, commander of the *Congressional Wing* (as the 459th is designated), was enthused with the idea and lent immediate support to the request, as may be gathered from this recent statement:

"When Col. Jackson approached me on the possibility of his taking the regular Army parachute training course at Fort Benning, I heartily endorsed the idea. As a result of his training, we now have a better understanding of the Army's problems in parachute dropping and we hope and expect that this will result in improved troop carrier tactics and techniques."

Gen. Hall Applauds Effort

This enthusiasm for Jackson's pioneering efforts permeates the top AF echelon. Lt. Gen. William E. Hall, ConAC commander, also voiced his approval upon learning of the colonel's exploits:

"This is an excellent example of the dedication on the part of some of our Air Force Reservists. I never cease to be amazed at the things they will undertake to improve the operation of their units and Col. Jackson is certainly to be commended for his attitude and interest in furthering his career with the Air Force Reserve."

Aside from being in the best physical condition of his career, Col. Jackson benefited greatly in a number of areas. As the AF's newly initiated paratrooper explains it, the course at Fort Benning is divided into two phases: the *Jump* phase and the *Air Transportability* phase.

Phase I provides for jump indoctrina-



tion and lasts three weeks. The first two weeks consist of ground training where the student learns that in order to make a safe parachute jump, he must be able to exit properly from the aircraft, control the parachute during descent, and consider windage and terrain in executing a landing. This particular phase emphasizes the approved jumping techniques, designed to avoid injury, while building the body and fortifying the mind to withstand the inevitable bumps and strains.

During the third week of jump training, the all-important five qualifying jumps are made, the last with full combat equipment. The colonel calls this "the pleasant part of Phase I, because I was not required to engage in the arduous physical training which featured the first two weeks. Just drew my parachute, got in the airplane, jumped, double-timed off the drop zone, got in a truck, and rode back to the field to do it all over again."

Col. Jackson believes that Phase II is of particular value to AF personnel:

"The fourth week of the course, the Air Transportability phase, is devoted to the planning of typical airborne operations. The part dealing with loading and securing of cargo is especially well-conducted. I was able to secure most of their training material in this area and we plan to conduct loading and lashing instruction in the 459th."

While at Fort Benning, the commander of the 4th Student Bn., Lt. Col. Hart and Col. Jackson discussed the attitude of troop carrier aircrews toward Airborne personnel.

Col. Hart was of the opinion that most aircrews are somewhat awed by the paratrooper. Picturing the troopers as tough and fearless, aircrews frequently conclude that there is little they can say or do to make the trip easier and, as a result, aren't anxious to impart comforting information.



The airborne commander offered the following advice:

"While it is certainly true that your paratrooper is a tough and courageous specimen, aircrews should remember that he knows little about aircraft or about flying. To him, your airplane is a strange and complicated machine which is probably not to be trusted."

According to Col. Hart, the trooper would appreciate an exact explanation of what is going on. He would like to know about the flight plan, the probable length of time to be spent at the end of a runway, the length of the take-off run, and about any unusual noises which he hears. If there is any deviation from the flight plan, he would like to know immediately.

In return, Col. Jackson suggested to Col. Hart that the Parachute School indoctrinate its personnel in the fundamentals of CARP (Computed Air Release Point) during the Air Transportability phase. The system now used by the AF to determine the point where they will drop their load is not explained during any part of the course. This void in understanding may be the reason for the lack of confidence in the system by airborne personnel.

Mutual Assistance

Evidently, the Air Force and the Airborne have much to learn from each other. As for Col. Jackson, he was thoroughly impressed. Concerning the Army NCO's, he had this observation:

"Throughout the entire course, the quality of the instruction was excellent. In very large part, this must be credited to the extremely capable instructors."

The colonel added that, without exception, these NCO's were immaculate in appearance and soldierly in demeanor; further, they knew their subject matter thoroughly, believed in it implicitly and effectively retained control of their classes at all times, despite the fact that most of the students were officers.

"If we had an Army made up of men like these we would have little to fear from any aggressor," he remarked.

Of course, it wouldn't be bad to have an AFRes made up of Jacksons, for that matter. But for those troop carrier pilots who are interested, and Col. Jackson has already had several feelers from his own outfit, the course is wide open for other dedicated Air Reservists.

The colonel summed up the benefits of his paratroop training thusly:

"I think I'm a much better troop carrier pilot and commander for having taken this course."



ARRC to Alert Air Reservists Regarding 18-Year Option Act Affecting Longevity

Constructive credit for longevity purposes, further providing that such credit is properly included in determining when a member has arrived at the 18-year phase point for Uniformed Services Contingency Option Act (see Chapter 73, Title 10, U.S.C.), was authorized by the amendment of Sec. 202 of the Career Compensation Act of 1949 by Public Law 497 84th Congress. Since the one year extension provided by PL 497 for making an election under the USCOA expired on April 30, 1957, the only method available for relief of personnel who have over 18 years of service for pay purposes, as a result of the constructive longevity credit, is to request formal correction of military records under the provisions of AFR 31-3, as amended.

The Air Reserve Records Center is now in process of identifying those affected medical and dental officers not on EAD who have received creditable service for basic pay purposes. Each officer affected, if he has not made an election from the date of May 1, 1956 through April 30, 1957, will be so advised by ARRC.

It will then be necessary for the officer concerned to request formal correction of records in accordance with the provisions

of AFR 31-3.

Commanders of units for AFRes medical and dental officers on EAD, in receipt of authority from Hq USAF authorizing credit for longevity purposes under the provisions of PL 497, and Par. 10420e, AFM 173-20 (Change 34), will take the necessary action to notify those officers who have reached the 18th year phase point (more than 17 years/less than 18 years) that they must make election under the USCOA before they complete 18 years.

Those officers who have completed more than 18 years will be advised to make application for formal correction of records in accordance with the provisions of AFR 31-3.

Ceiling Topped in Field Grade Authorizations

The Air Force currently exceeds the number of lieutenant colonels and majors authorized in reserve officer strengths, recent studies by Hq USAF has revealed.

The statutory authority is Sec. 503(a) of ROPA, which imposes a limitation on the number of reserve officers of the AF that may be in an active status in the various grades. Therefore, any additional appointments in the grades of lieutenant colonel and major would, in effect, be illegal. Accordingly, the AF cannot tender any additional appointments in the grades of lieutenant colonel and major. This legal restriction applies to appointment in all specialties.

Although Sec. 503(a) of ROPA imposes a statutory ceiling, Sec. 503(b) of ROPA states that these numbers may be temporarily increased only to give effect to mandatory promotions. It is contemplated that future mandatory promotion actions will keep the authorized spaces for lieutenant colonel and major filled up for several years.

NAVIGATION MEET POSTPONED

The Second Annual ConAC Navigation Competition, originally scheduled for the latter part of April, has been postponed and rescheduled for May 17-24. Other changes are anticipated as the result of the phasing out of 1AF.

Statistics for "Swiftlift" Impressive During '57

Air Reserve crews completed 272 missions under Operation *Swiftlift* during 1957. This included the ferrying of personnel, engines, spare parts and sundry cargo to various points throughout the nation. Twenty-five AFRes troop carrier crews, flying C-46's and C-119's, have been furnishing airlift assistance to TAC's 9AF on an around-the-clock basis since April.

Recently, *Swiftlift* was expanded to include support of the Air Materiel Command's airlift requirements in transporting engines.

At the year's end, 4,111 passengers were transported, 2,590,977 cargo pounds airlifted; 1,173,787 ton miles flown; 4,605,279 passenger miles traveled and 7,368 flying hours logged.

Approximately 5,939 Air Reserve man-days have been utilized in carrying out *Swiftlift*—all without a major accident.

CROSS COUNTRY REPORT

ECI Activates Two Courses

The Extension Course Institute at Gunter AFB, Ala., announced activation of new courses in the Intelligence and Wire Maintenance fields.

Course 2001, Intelligence Officer, is a 4-volume course valued at 240 hours. Successful completion of Course 2000, Intelligence Fundamentals, is a prerequisite for enrolling in this new course.

Course 3624, Telephone Installer-Repairman, also is a 4-volume course valued at 132 hours. To take this course, the student must have a minimum ACB or AQE aptitude index of 5 in the mechanical aptitude cluster desired.

☆☆☆

Husband-Wife Team Take NCO Course

S/Sgt. Patricia Howard and her husband, A/2c John K. Howard, both members of the 9280th ARSq of Bangor, Maine, currently are enrolled in the Reserve NCO Course conducted by that unit. Both are in the weather career field.

Each had a hitch in the regular AF, and Pat, when she got out, immediately joined with the AFRes. She admits she had to do a bit of recruiting to talk her husband into "signing up."

☆☆☆

14th AF Wins Award

Lt. Gen. William E. Hall, ConAC cmdr, personally presented ConAC's Administrative Effectiveness Award to Maj. Gen. John W. Persons, 14AF cmdr, at a ceremony recently at Robins AFB, Ga.

This marks the third time the 14AF "Flying Tigers" have won the plaque in the nationwide competition with the other ConAC numbered AF's. The award was for the competition during the first quarter of FY58.



Gen. Hall (l) presents award to Gen. Persons

Lieutenant Gets Soldier's Medal

2nd Lt. James M. Dermody, a member of the 134th F-I Sq, Vermont ANG, of Bennington, was presented with the Soldier's Medal by Maj. Richard H. Mock, sq cmdr.

Lt. Dermody was awarded the medal for heroism while on active duty at Hill AFB, Utah, in September, 1954, when he was an airman first class. The citation stated that "when a B-26 crash-landed and burst into flames . . . Airman Dermody entered the burning wreckage and assisted in removing the trapped crew to safety." Lt. Dermody currently is at Harlingen AFB, Texas, attending navigation training.

☆☆☆

Reserve Roundup

Cadet 1st Lt. Byron L. Smith was the first man in his class to solo in the U. of Washington AFROTC flight program . . . The U. of Illinois was awarded the Department of Defense Reserve Award . . . Members of Southern Illinois U's. AFROTC Honor Guard were guests of SAC at Homestead AFB, near Miami, Fla. . . F-86H Sabrejets currently are replacing the F-94C Starfires as the primary defense aircraft of the Massachusetts ANG.

Maj. Dick Maloney, ISO of the 9146th AFRes Gp, Kansas City, Mo., was awarded a citation from the Secretary of the AF for "an outstanding job of community relations" . . . Cadets of the Lyndhurst (N. J.) Sq CAP were guests of the 108th F-I Wg, NJANG, which was highlighted by an orientation flight in a C-47 . . . 1st Lts. Betty Jane Push, Hildegard Eblert and Rosemary Charboneau, all nurses, were the first women to receive commissions in the Michigan ANG. They are assigned to the 127th USAF Dispensary, Detroit.

The American-Statesman newspaper of Austin, Texas, was presented with the Department of Defense Award . . . Lt. Gov. Harold J. Powers and Maj. Gen. Sory Smith, 4AF cmdr, attended dedication ceremonies of the 2563d AResC's first permanently constructed center in the 4AF area. The Center is in Los Angeles, Calif. . . Col. Will I. Levy, USAFR, was awarded the Commendation Medal for developing "a comprehensive analysis

of personnel and administrative procedures" while on active duty with TAC.

Col. Allen Chapman of the 9445th ARSq, San Leandro, Calif., is retiring after 40 years of combined reserve and active duty, beginning in WWI when he was a fighter pilot . . . First Pasadena (Calif.) area prospect for the USAF Academy is Richard (Toby) Hecker,



Col. Chapman

John Muir HS football star, who was interviewed by Maj. Ernest F. (Ernie) Smith, Academy liaison officer for the Pasadena AResC.

Mayor Kemp Harrison of Warner Robins, Ga., presented Maj. Gen. John W. Persons, 14AF cmdr, with a key to the city . . . The Johnston Cadillac Inc. of Trenton, N. J., received the Department of Defense Reserve Award . . . Capt. Norman Zaris and 1st Lt. Robert L. Leemaster, both reservists, accomplished a detailed staff study of the OIS's Field Rating System while on active duty at Mitchel AFB, N. Y. . . Col. J. Leroy Sutton has been named executive officer of the 9060th ARGp, Buffalo, N. Y. . . Flt. "D" of the 9527th ARSq of Dry Ridge, Ky., has erected two road signs on U.S. Route 25, stating "Welcome to Grant County, Kentucky, Pop. 10,123. Where There Is An Active United States Air Force Reserve Flight" . . . Lt. Col. David H. Crooks, cmdr, 9043d ARGp and Ronald Hall, cmdr, 2628th AResC welcomed Gen. Lauris Norstad, NATO cmdr, on the latter's arrival in Cincinnati to make a speech.

The 149th F-I Sq, Virginia ANG, soon will be equipped with RB 57's, and will change its name to the 149th Tac Recon Sq . . . Maj. Milton A. Hintze, Jr., has succeeded Lt. Col. Lewis Wright as commander of the L.I. AResC at Mitchel AFB. Col. Wright has been assigned to Drake U., Ohio . . . The 482d F-B Wg (Dixie Wing) at Dobbins AFB, Ga., has been renamed the 445th Trp Carr Wg . . . Lt. Col. LeRoy J. Manor, cmdr, 2242d ARFC, Selfridge AFB, Mich., announced the Center has converted from F-86's to C-119's . . . A/3c Thelma Jane Fidler is the first WAF to enlist with the 628th USAF Hospital (R) . . . Col. Frank D. Huyler, Jr., USAFR, has been appointed OIS for the L.I. AResC at Mitchel AFB . . . A/3c Robert A. Heyart of the 127th Ftr Gp, Detroit, has been named Michigan's "Outstanding Air Guardsman of 1957"

Aircraft "Saves" by AC&W Units Cited by ANG Chief

The Air National Guard's full-time Aircraft Control and Warning detachments are compiling an impressive list of aircraft "saves."

In a report to the Chief of Staff, USAF, on progress being made with the program, Maj. Gen. Winston P. Wilson, chief of the National Guard's Bureau's Air Force Division, included letters of appreciation or commendation to all three ANG units now manning radar-sites 24 hours a day. They are the 109th AC&W Sq., Honolulu, T.H.; the 138th AC&W Flight, Denver, Col.; and the 130th AC&W Flight, Salt Lake City, Utah.

Colorado Unit Commended

Col. Walter T. Carter, Deputy for Operations of the 34th Air Division (Defense) at Kirtland AFB, N.M., commended the Colorado Air Guard unit for timely, efficient and effective action which "resulted in saving an aircraft and possibly saving the life of its crew."

In this case, an Air Guard jet, low on fuel and with all navigational equipment "bent," described its geographical location to Peterson AFB tower and was proceeding under instructions in a direction away from the field and safety.

Safe Landing

Capt. Philip DeGregory and Lt. Norman F. Layton, "eavesdropping" on this conversation, searched the presumed area on their scope and found it clear. Then scanning an area which closely resembled the other in terrain characteristics, they "painted" the lost aircraft. Seizing the initiative, they promptly called the Air Route Traffic Control Center at Denver and Peterson AFB tower and relayed instructions which brought the wandering "bird" to a safe landing.

In the opinion of Col. Carter, "Actions such as these make a good unit better." He urged the men of the 138th to "keep up the good work."

In the opinion of Gen. Wilson, however, the performance of all three organizations has many more ramifications than that. He and other of the Bureau's air staff officers insist that it proves that the Air Guard has the skills, background and existing capability to fill its assigned roles in the Black Box era of technological warfare.

The records of the 109th, 138th and 130th would seem to be a very strong case in point.

■ 1AF from page 2

Base wing, a personnel processing group, an instructor squadron, and a band. The area also includes 11 ANG wings over which it has training supervision.

Although the 1AF's history dates back to 1941, it was not until post-WWII that reserve matters came under its supervision. When the Korean conflict broke out in 1950, 1AF recalled all its seven organized reserve wings. In FY52, primary mission of the 1AF was to rebuild the reserve forces depleted by the Korean emergency. A year later, the reserve program resumed flying training with the establishment of fighter-bomber and troop carrier wings.

The beginning of 1954 witnessed a vast change in the AFRes program with the implementation of many recommendations made by the Johnson Review Board and resulted in the establishment of the AResC program and a number of other training programs.

Reservists on EAD in '57 Required to Submit W-2's

Any Air Force reservist who was on extended active duty during 1957 and who was paid from Air Force funds rather than Air Force Reserve funds, should submit requests for Form W-2 "Withholding Tax Statement" direct to Air Force Accounting and Finance Center, 3800 York Street, Denver 5, Colorado, ATTN: Military Pay Division.

Non-extended active duty reservists who are in specialized training can obtain Forms W-2 for inactive duty training pay from the unit to which they are attached. The Form W-2 for the 15-day active duty for training pay will normally come from the unit with which the 15-day tour was performed.

Muster Day Set for ANG

February 22 marks the 3d annual observance of NG's "Muster Day." ANG units will assemble in commemoration of the early day militia when male citizens met for roll call. Some units will hold "open house" and use other means to bring the role of the ANG and its mission in the air defense of the U.S. to the attention of their community.

Green Light on 16 Pages

The Air Reservist magazine has received approval to resume its original identity of 16 pages for the March and April issues. Available funds will dictate the size of future issues.

New R&D Opportunities Readied for Reservists

Concentration of training for Air Research and Development AFSC's within 28 designated Air Reserve Centers will provide additional opportunities for mobilization assignments to qualified reservists residing in the vicinity of these Centers.

The AResC's chosen to inaugurate the plan are strategically located near industrial areas where large research and development Reserve populations exist.

In accordance with the Reserve War Augmentation Plan, the R&D specialists would be made available immediately to ARDC upon mobilization of the nation's defenses. The plan is hailed as a move to allow reservists to maintain and increase valuable technical skills in a field especially needed in today's defense structure.

Mobilization positions in these specialties will be allocated gradually to the selected centers on a permanent basis as they become vacant at other locations. More effective training at minimum cost is expected to evolve from this change.

TCW Objectives Stressed At Reserve Wing Confab

A conference for commanders of reserve troop carrier wings and aerial port squadrons, conducted by the 9AF, was held at the 2585th ARFC at Miami International Airport, Florida, late last month.

Commanders of all reserve TCW's and port squadrons, as well as key supervisory and instructor personnel attended the two day meeting. Among the principal speakers were Gen. O. P. Weyland, cmdr, Tactical Air Command, whose organization would "gain" these reserve units in case of an emergency, and Lt. Gen. William E. Hall, ConAC cmdr.

Discuss Objectives

Maj. Gen. Robert M. Lee, 9AF cmdr, stated that the conference was designed to acquaint reserve troop carrier commanders with the objectives, mission, organization, current and planned objectives of the intermediate gaining command, and, in turn, to acquaint representatives of TAC with information concerning air reserve unit activities and problems.

Other topics taken up at the conference included TAC concepts, the recent reorganization of the 9th and 18th AFs, wing-base reorganization, reserve forces plans, Swiftlift review, and reserve forces participation in emergency.

Pentagraphs

Navigator Trainee Tour Extended: A new policy affecting AFRes navigator trainees is scheduled to go into effect in Aug. '58 whereby trainees will be given an opportunity to sign up in advance for Career Reserve Status and serve at least four years on AD after basic navigation training. Trainees presently in the navigation program and those scheduled to begin schooling before August are not affected by the change in policy. AFROTC cadets commissioned before Apr. 30 will enter the navigation training program under the current 3-year AD contract. Cadets scheduled to be commissioned after Apr. 30 must sign up by Feb. 1 to come under the new requirement if they wish to take navigation training. The alternative is a 3-year tour of non-rated AD. Present AFROTC college juniors have until Oct. 1, 1958, to choose between navigation training in Career Reserve Status, with four years minimum AD after basic training, or three years of non-rated AD. The lengthening of the tour for navigators is in line with the longer AD obligation required for reserve pilot trainees.

☆☆☆

GI Insurance Dividends: The VA has announced that during 1958 \$262 million will be paid as dividends to WWI and WWII GI insurance policy holders. Dividends will be paid as near as possible to the anniversary date of each policy during the calendar year. VA requests that policy holders who share in the dividends refrain from making inquiry in advance about payments because such inquiries will delay processing time.

☆☆☆

Film Review: *Air Strike Force* produced by North American Aviation Co., is scheduled for Commander's Call circuits and public showings, to include television, beginning early in 1958. The picture is a highly interesting and informative 20-minute, 16 mm, color and sound film which shows how supersonic fighter-bombers of TAC work with C-124 Globemasters and aerial tankers. Important roles and capabilities of TAC are also stressed which show the retaliatory power of the USAF.

☆☆☆

EAD Delay for AFROTC Grads: AFROTC grads are permitted delays in entry into extended active duty to obtain a law degree or a doctorate degree according to AFR 45-31, *Delay from Entry on Extended Active Duty and Reserve Status of Air Force ROTC Graduates*, dated Dec. 26, 1957. (This replaces Section C and the attachment to AFR 45-26, dated July 26, 1956.) It also liberalizes the criteria for requesting delays; expands on procedures and responsibilities; gives the conditions under which delays from entry into EAD may be considered and granted; and tells who will approve and monitor delays. It further explains the reserve status of the ROTC graduate prior to entry on EAD, including those in a delay status.

Active Duty Report Change: A major change has been made in the procedures relating to DD Form 220. It must be prepared and forwarded within one working day following the reporting date for reserve personnel entering on EAD. Authority for the change is AFR 45-8, *DD Form 220, Active Duty Report*, which consolidates the preparation and forwarding requirements for DD Form 220 (this reg supersedes Attachment 2, AFR 45-14, Aug. 21, 1957, as well as portions of AFR 45-46 pertaining to the DD Form 220). Another change included in the revised reg is that Standard Forms 88 and 89 do not accompany the DD Form 220 which should be submitted at the end of an active duty for training tour (except for 6-month trainees).

☆☆☆

Retroactive Pay: Officers who were on active duty any time during the period July 1, 1932, through June 30, 1934, and served in a higher commissioned grade than that for which they were paid, may, as provided for under P.L. 85-255, submit claims for retroactive pay to the General Accounting Office, Attention, Claims Division, 441 G Street, NW, Washington 25, D. C. Claims should include name, rank, service number at that time and present service number if it is different, date of promotion and rank promoted to, additional items of pay entitled to on date of promotion (flying pay, etc.), amount of longevity creditable for pay purposes on date of promotion, and a copy of promotion orders if available. A 2-year limitation from date of enactment of the above law (Sept. 2, 1957) is allowed for submission of claims. The legislation also permits widows and legal representatives of deceased officers to file claims in the same manner.

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THE AIR
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MARCH 1958



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Lt. Gen. William E. Hall
Commander, Continental Air Command

Col. Blake C. Miller
Chief, Office of Info. Svs., ConAC

EDITOR
Lt. Col. Franklin Hibel

ASSOCIATE EDITOR
Fred E. Giachino

STAFF WRITERS
T/Sgt. Earl C. Nelson, Albert W. Febrey

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The Air Reservist is an official publication of the Directorate of Internal Information, Office of Information Services, Continental Air Command, approved by the Secretary of the Air Force as the medium for the AF Reserve, the Air National Guard, AF ROTC, Civil Air Patrol, and the Explorers, BSA.

Editorial Office: Room 834 Old Post
Office Bldg., Washington 25, D.C.

If you know any member of the AF Reserve not on active duty, who is not receiving this magazine, advise him to report that fact, including his full name, rank service number, plus old and new home addresses to "The AIR RESERVIST," Air Reserve Records Center, 3800 York Street, Denver 5, Colorado.

Air Guardsmen not on active duty receive copies of this magazine through their unit of assignment.

Material contained in the AIR RESERVIST is indexed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by the Secretary of the Air Force and the Director of the Bureau of the Budget 15 July 1955.

More Technician Locales Due Shortly as Ellington And Davis AFB's Convert

With the first Air Reserve Technicians in place at Ellington AFB, Texas, and Davis Field, Muskogee, Okla., (February *Air Reservist*) and the on-site indoctrination of key management personnel at these locations accomplished during January, the way is now clear for the detailed task of systematically converting the workforce at these two locations to the Air Reserve Technician concept by June 30 of this year.

A major effort required in this connection is the announcement of competitive examinations for certain categories and levels of positions that will exist in the program. Previous articles indicated that these examinations will provide an opportunity for all interested persons to apply and compete for the technician

see **TECHNICIANS** page 12

Col. Blake Miller is New ConAC Information Chief

Col. Blake C. Miller, former executive officer to Lt. Gen. William E. Hall, cmdr, ConAC, has been named ConAC Information Services officer replacing Col. Allen H. Wood, who has been reassigned as director, Unit Training.

Col. Miller, a specialist in personnel and manpower, is a native of St. Joseph, Mo. He received his commission in the Cavalry Reserve in July, 1934. He transferred to the Army Air Corps in February 1942.

Among numerous other assignments, he was liaison officer with the British Army in 1947-48 and director of manpower and requirements, Hq USAFE from 1948-50.

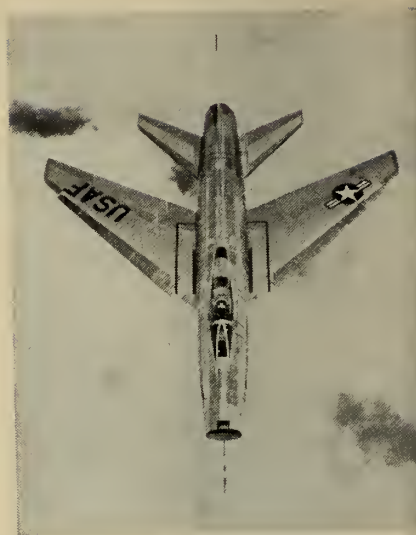
Prior to his assignment as Gen. Hall's executive, he was chief, mobilization branch, plans and program division; staff member, personnel policy division, Office of the Secretary of Defense; and special assistant to the deputy chief of staff, controller, at Hq USAF.

Col. Miller has been awarded the Legion of Merit and the Commendation Medal with two clusters.



Col. Miller

F-100



ANG Receives F-100; First "Century Series" To New Mexico Squadron

The Air National Guard became supersonic when it received its first "Century Series" jet fighter, the North American F-100 *Super Sabre*, January 25.

The aircraft was assigned to New Mexico's 188th F-1 Sq, based at Kirtland AFB, Albuquerque, N.M. Commanded by Lt. Col. Francis A. Williams, 188th shares with the regular AF responsibility for the air defense of New Mexico and its strategically vital nuclear weapons testing and development centers. The squadron was the 1956 winner of the Spaatz Trophy, the annual award for the outstanding ANG tactical flying organization.

Test Unit

Maj. Gen. Winston P. Wilson, Division chief of the National Guard Bureau, said that the New Mexico Guard squadron will serve as a test unit to determine the problems other units will face in converting to F-100's.

Maj. Gen. Emmanuel Schifani, New Mexico's adjutant general—a qualified pilot—plans to be among the first Guardsmen to check out in the *Super Sabre*.

Gen. Wilson stated that the conversion of the 188th, along with other ANG units, to the F-100, is in line with longstanding efforts of the AF and the ANG to provide the Air Guard with "mission capable" aircraft.

The *Super Sabre* is the first American production model airplane capable of exceeding the speed of sound in level flight.

Acronym: Aviation Alphabet Alludings; An Analysis Aimed at Air Aficionados

Lt. Col. Franklin Hibel

"Once upon a time," Mr. Norman Warren, able public relations director of *Aviation Alpha*, Inc., wrote in his *Aviation Alpha* Scoop booklet, "a knowledge of English was all one needed to communicate successfully with the natives of the aviation industry."

Since World War II, however, a new language, Acronym—"a strange new tongue," as Mr. Warren put it—has sprung up to confuse "the linguistic natives of the Pentagon, the Primes, the Press, and the Aviation Press." Not to mention anything about the long-suffering public, in general.

This strange new tongue, Acronym, is called by scholars because its vocabulary is formed by combining the initial letters or syllables of other words, such as AWOL for *Absent Without Leave*.

Acronym is not to be confused with Aronymy. The latter term is a medical one for an ingrowing nail. Each could be exceedingly painful without the proper care. Insofar as Acronym is concerned, our old acronymic practitioner will attempt to lend a helping hand.

Interested Housewife

Particularly to such nice readers as Mrs. Lloyd Proudfoot of Pomeroy, Pa., wife of an Air Reservist staff sergeant assigned to the 512th Field Maintenance Squadron, of the 2237th ARFC, New Castle County Airport, Wilmington, Del.

"... I am very interested in the things-on of the Air Force," Mrs. Proudfoot writes. "I read all the material I can get my hands on, including *The Air Reservist* from beginning to end. I'm 'all sea' (Editor's note: let's be 'up in the air,' Mrs. P!) when it comes to AF abbreviations of today."

Our reservist's wife relays that it was difficult to confuse her during WWII (that's Acronym for World War II), but that she can't seem to keep up with all the abbreviations today.

"I wonder," she poses, "if you could point out some of them and their meanings so we could understand them better. I know quite a few reservists' wives feel the same..."

We'll have a go at it, Mrs. Proudfoot, on a blitzed scale, of course. We're

mindful of other letters from those who profess unfamiliarity with Acronym. This correspondence comes in from other family members, as well as the reservists.

Let's start with a brief orientation on front-page news—missiles, to be specific. ICBM, for instance, stands for *intercontinental ballistic missile*. GAM may mean a gal's leg, but it's also Acronym for *guided aircraft missile*. GAR is the word coinage for *guided aircraft rocket*. If IRBM means *intermediate range ballistic missile*, what does MRBM denote? Right, *medium range ballistic missile*. Nothing to it!

Take SAM

Okay, now take SAM. SAM and I were reporters on a New York daily and a bigger card cheat than SAM didn't live. One momentous night, we took SAM and ... Beg your pardon, that's not the SAM of this story. It's Acronym for *surface-to-air missile*. But hold on a moment! It could also mean *School of Aviation Medicine*. And *Special Air Mission*. Maybe we should have left SAM alone. A good rule, tho, is how SAM is used.

SAR? That's *search and rescue*. AD is *active duty*, but A/D is *air depot*. AFR means *Air Force Regulation*; AFRes stands for *Air Force Reserve*. ANGUS may be a Scotchman, but the word's also Acronym for *Air National Guard of the United States*.

Mr. Warren stated that Acronym innovators are so bewitched by its possibilities that many new organizations and activities are dubbed with highly improbable names simply to permit the backformation of startling and whimsical abbreviations from the initial letters. In other words, the abbreviation is created first, then the name. For example, he propounded, why else should the Vanguard project be christened "Minimum Orbital Unmanned Satellite of the Earth" except to make it come out acronymously as MOUSE?

SARAH could be your daughter's name, but in Acronym it's *search and rescue and homing*. We know that MAMIE is the President's wife, but did you know that the letters stand for *minimum automatic machine for interpolation and extrapolation*? NATO is North

Atlantic Treaty Organization; RATO is *rocket assist takeoff*.

Of necessity, we use quite a number of Acronyms in *The Air Reservist*. Such as DOD for *Department of Defense*, ARRC for *Air Reserve Records Center*, ARSq for *Air Reserve Squadron*, ID card for *identification card*, FY for *fiscal year*, TCW for *troop carrier wing*, F-I for *fighter-interceptor*, etc. Otherwise, we'd have to use twice as many pages!

Mrs. Proudfoot, you might be interested in an aircraft designation breakdown, a la Acronym. Let's take the B-57B, for example:

The initial B stands for the basic mission letter, the number denotes the AF model, and the last B is the manufacturer's modification letter. The following represents the complete basic mission letters—

A—amphibian	M—medical
B—bomber	P—passenger
C—cargo	Q—target or drone
D—director	R—reconnaissance
E—early warning	S—search and rescue
F—fighter	T—trainer
G—carrier	U—utility
H—helicopter	V—staff
K—tanker	W—weather
L—liaison	X—research aircraft

You and your husband, Mrs. Proudfoot, will be interested to learn that a revised AFR 11-11 is in the mill, so USAF Publications advises us. Watch for it. It will carry completely current authorized abbreviations.

Try Your Skill

Before we sign off, suppose we work out a little problem in Acronym for your edification:

The WOJG PAFSC 7531 DAFSC 7341 IAW SO 111 WPWOD to WRAMA on TDY ICW VOSAF ETA 1 Apr FYI TPA. That's acronymism with a vengeance!

Translation: The warrant officer junior grade, primary Air Force Specialty Code 7531, Duty Air Force Specialty Code 7341, in accordance with Special Orders 111, will proceed without delay to Warner-Robins Air Materiel Area on temporary duty in compliance with verbal orders Secretary of Air Force, estimated time of arrival 1 April, for your information. Travel by privately owned conveyance is authorized.

And now, Mrs. Proudfoot, I'm going to SMHICW, after which I hope to be WFW a SAS.*

*soak my head in cold water, after which I hope to be well-fortified with a scotch-and-soda.



by Earl Lane

ONE day, during the early months of 1955, a 1AF OIS officer spent the better part of a day mulling over one of man's most intriguing problems—the ladies. As a rule this practice is not confined to rank, branch of service, age of the contemplator, or for that matter, the time of day. What was so unusual about the OIS man's deviation from mundane military problems was the fact that his ideas on the subject were developing into something that could be labeled *official business*.

His thinking had nothing to do with wistful reminiscences over TDY trips gone-by, or an old convention long forgotten. He was thinking of economics, the political scene and various other less feminine aspects of American womanhood. Categorically, this was the birth of an idea that in 1AF circles is fondly referred to as Operation "Lady".

Several months were to pass before his thoughts were put on paper. No one could disagree with the belief that the wives of Air Reservists would certainly give the program a helpful boost if they owned a part of the business. That is to say, if they formed into auxiliary units on a quasi-military or social basis. Skeptics held to the idea that the ladies would take more kindly to the proposition if left to their own devices.

In October of 1955 Operation "Lady" became official and word was sent to all Air Reserve Centers in the 1AF area. Along with a letter went a kit containing such important items as an auxiliary constitution and by-laws, suggestions for organizing and sample press releases—just to help the ladies get started. To keep a finger on the pulse of the operation, local ARC commanders were requested to report their progress at a later date.

During the ensuing months there was a stirring of activity. Newsletters published by the various Air Reserve Centers began to blossom out with women's pages. Military balls, raffles, bazaars, charitable affairs and other activities were undertaken—at the behest of the ladies. Not all units responded so encouragingly, but then Operation "Lady" is an idea that has to grow on people.

Just before the demise of 1AF was announced, Operation "Lady" was pulled out of the files for another look. On the

basis of past performance it was decided a little expansion of the idea was appropriate. Discussions got underway in the area of motivational material to help the ladies further along. Membership cards, lapel pins, and even a publication were considered, and practically in the operational stage.

With the announcement that 1AF is scheduled for mobilization, it was feared that the idea of Operation "Lady" would get lost in the shuffle. It was then decided to run a survey and pass the findings on to Hq ConAC and to the 14AF, which was taking over 1AF's present units. In due course, the report came back and here are a few of the comments:

Trenton AResC—"... Wives themselves feel that it should have been started long ago."

Newark AResC—"... Has been an asset ... increased morale ... promoted understanding ... a real sense of belonging ..."

Hartford AResC—"I feel that it is definitely a good idea and has been a benefit to the Center."

Columbus (Ohio) AResC—"... Has contributed to keep interest alive on part of AF and reservists' families."

Bedford (Mass.) ARFC—"... Has materially relieved drop-out rate ..."

Richmond (Va.) AResC—"... Helpful as a morale builder and in the recruiting effort."

Clinton County (Ohio) ARFC—"The commander is highly pleased."

Dayton (Ohio) AResC—"As long as the ladies want it, consider the auxiliary a good thing."

The above is only a sample of what the reaction has been to Operation "Lady". If taken into consideration that over 80 per cent of the American economy is controlled by the distaff population in the U.S., and the fact that milady's likes and dislikes have great influence in other areas, it is reasonable to assume that the AFRes will be around for quite a while. Five will get you ten on who has the last word. ➔

Mr. Lane is assigned to the Office of Information Services, 1AF, Mitchel AFB.

Short Bursts

DISTAFF APPEAL: Wives of first-term airmen with a scarce or needed skill are receiving a pamphlet titled, "A Message About Your Family's Future." Sent out six months before the airmen's tours are up, the pamphlets enlist the women's aid in convincing their husbands of AF benefits. "Your viewpoint is important to your husband — and his future," the pamphlet concludes in its re-up pitch. "Give him the woman's side of the story."

ARMED FORCES DAY: Scheduled, as usual, third Saturday in May — will fall on May 17. The slogan, Power for Peace, will once again be used. Maj. Gen. Robert E. L. Eaton, 10AF cmdr, will be area commander for Area I (Colorado, Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North & South Dakota, Wisconsin, Wyoming). Col. Erwin G. Morrison, 10AF's special assistant for Reserve Affairs, will be Area I's project officer.

MILESTONE FOR 14AF: Fifteen years ago this month, in Kunming, China, the China Air Task Force was numerically designated the 14AF. Official formation of ConAC's numbered air force came on March 10, 1943, with the "Flying Tigers" practically surrounded by the Japanese.

GI LOANS: Seems there's considerable confusion concerning eligibility and deadline. Countless real estate ads have been stating that the GI loan program terminates on July 25, 1958. VA sets the record straight thusly: the July date applies to WWII vets, but Korea veterans have until Jan. 31, 1965 to obtain GI loans.

B-25 MUSEUM PIECE: An AF RB-25D Mitchell bomber has been selected for display at the AF Museum, Wright-Patterson AFB, Ohio. The WWII type bomber will be modified to the same configuration as the ones used on the Doolittle Tokyo raid of 1942. Lt. Gen. Jimmy Doolittle will officially present the "double" of his Tokyo raider to the Museum, April 18.

X-15 "SPACECRAFT": Lt. Gen. Donald L. Putt, USAF Deputy C/S, Development, had this to say about the experimental X-15 before the Harmon Awards Luncheon, last month — "The X-15 is expected to reach a speed of about a mile per second and an altitude above 100 miles. It is much more of a spacecraft than an aircraft. With information gathered from the initial X-15 flights into space, steps will be taken to put a manned vehicle into orbital flight. The X-15 will be only a step removed from a manned satellite."

Civic Responsibilities Stressed at ROA Meeting

Keynoted by a "Fourth Dimensional Warfare" theme, the Reserve Officers Association held its Mid-Winter National Council in Washington, D.C., last month.

The 4-day meeting, highlighting recent developments in the nation's defense, was considered the most important in the 36-year old ROA's history.

The ROA concluded its sessions with a banquet at which Sen. William J. Fulbright of Arkansas was principal speaker. Second ranking member of the Senate Foreign Relations Committee, the senator challenged reservists and wartime citizen-officers to form a million-member modern Minute Man force designed to carry America to victory in "Fourth Dimensional Warfare."

"The term 'citizen-soldier' has a traditionally significant meaning," Sen. Fulbright said, "In the linking of the two terms, the great importance is the placing of 'citizens' first."

ROA Obligation

He reminded the conferees that their military service is an obligation, and that their citizenship consists of opportunities and privileges. "If ROA can persuade the American public to recognize our own weaknesses, and the strength of the Soviet," Sen. Fulbright stated, "your service will be greater than in wartime."

The address climaxed a program which featured the presentation of ROA's "Minute Man of 1958" title to Brig. Gen. David Sarnoff, an Army reservist.

The "Chaplain of the Year" award—given in memory of the four chaplains who went down with the *Dorchester* in WWII, after giving their life-jackets to four fighting men — was posthumously awarded to Chaplain (Commander) Peter Bol, who had participated in "Operation Deepfreeze."

Chaplain Bol, who was stationed at a California Navy base, died in an air crash while en route to the ROA affair.

Mayor deLesseps S. Morrison of New Orleans, La., national president of the Association and an Army reserve brigadier general, headed the ROA leaders who represented all 48 states, Europe, Alaska, Hawaii, and the Far East.

Special committees representing each of the Armed Forces met for briefings during the meeting. ROA's Air Section committee held a reception and buffet in honor of Gen. Thomas D. White.



by Millard H. Alexander

A TALL MAN, covered from cowed head to sandled feet with the dark brown habit of a Franciscan monk, walked the narrow Japanese street in the busy Roppongi district of Tokyo, his long strides causing the cluster of chattering youngsters who dogged his heels to scurry to keep up.

The swaying of the rosary suspended from his waist band kept tempo with his steps and the questioning din raised by the swarm of Japanese toddlers was quietly answered in their own language.

A piping chorus of "Sayonara, Shimpusan" at an intersection sent the tall man down a side street, the army of neighborhood kids dashing their separate ways to their homes and waiting supper.

Destination of the "Shimpu," or "Father," was a grey-stoned, four-storied building with a simple wooden cross high on one side. This is St. Joseph's Friary, school for Japanese language for all Catholic monks of all orders throughout Tokyo.

Inside the Friary, the tall monk of the Franciscan order spoke a few words of greeting in Japanese to a teacher, then turned to a similarly dressed Father and said in the clipped accent peculiar to the borough of Brooklyn, "I got that new Doris Day record today. I'll let you have

year, the Father Sebastian of the cloistered Franciscan order puts aside his coffee-colored monk's robes and dons the uniform of a chaplain of the U. S. Air Force and becomes Chaplain (Capt.) Sebastian A. McKenna, AO 2234234.

Chaplain McKenna just recently completed his AFRes stint at Fuchu Air Station on Tokyo's outskirts, and returned to St. Joseph's where once again he became Father Sebastian, student of Japanese, dedicated Catholic priest and friend of Roppongi's multitude of young folk.

His day begins at 5 a.m. when he rises, makes his own bed, cleans and tidies his spare room. An early morning visit to the Friary chapel follows, then a few moments of silent, solitary meditation before breakfast.

Only the Fathers of the Franciscan order live at St. Joseph's, but the Japanese language school is the seat of lingual learning for monks of all the 10-odd orders throughout Tokyo, world's largest city.

Classes begin at 9:15 and continue for three hours daily. The Fathers receive two years of Japanese study—speaking, reading and writing. When they complete the course, the new monks will be able to write over 1800 characters in Kanji. Goal of the students is to read a

"Sayonara, Shimpu-san"

it after supper."

Thus spake Father Sebastian—American, Brooklynite, Franciscan monk and U. S. Air Force chaplain.

Now in his second year at the language school, Father Sebastian upon completion of the course will be "assigned" to a small but growing parish near Maebashi in the beautiful, mountain-specked prefecture of Gumma-ken.

There he will spend the rest of his life, bringing Christianity to Japanese residents, welcoming converts to the Catholic faith and providing spiritual guidance and conducting religious services for his established flock.

Qualifying the statement "rest of his life" are two "vacations." Every six years, monks of the Franciscan order are entitled to a three-month visit to their homes. This means that Father Sebastian will once more tread the streets of Brooklyn in 1962.

The other "leave" calls for a bit more dynamic activity. For fifteen days every

Japanese newspaper. Then, they figure, they will have mastered nearly all the facets of the difficult language.

Classes over, the Fathers of other orders return to their Friaries. Afternoons at St. Joseph's are spent in chapel, attending occasional classes, in meditation or in study.

Father Sebastian's most helpful tutors are the people of Roppongi. He has become a familiar figure in the neighborhood, tall, erect, his crisp black hair becoming grey-streaked. He would not appear natural without two or three tots clinging to the hem of his habit.

"These children are my best teachers, my severest language critics and my favorite playmates," says Father Sebastian, whose six feet, two inches loom over his abbreviated associates. "What's more," he adds, "We're developing a

see SAYONARA, page 11

Mr. Alexander is assigned to Features Division, OIS, Hq 5AF, APO 925, San Francisco.

Specialized Center Courses Designed To Increase Career Field Proficiency

(This article is written primarily to provide information to those reservists who are not associated with the Individual Training Program in the Air Reserve Centers.)

Even as man-made satellites race around the earth in their orbits, the requirement for individual reservists in the AF inventory continues to remain a reality. As *Sputnik* and its western counterpart, *Explorer*, make their daily orbital treks, the AFRes continues to prepare itself for an emergency that may result from the "Space Age", or in spite of it.

In order to be ready for an emergency, reservists were categorized and placed into positions they would fill in the event they are mobilized. These positions or jobs have been labeled mobilization assignee positions. They emerge from the USAF War Plan, which is a composite of the requirements of all USAF major air commands for the accomplishment of assigned missions during a war or national emergency.

The largest body of individual reservists trained against the mobilization training requirements, set up by the War Plan, is trained in Air Reserve Centers throughout the Continental U.S. There are 93 Air Reserve Centers in the country that are focal points for the training of these reservists. They are located generally in the main populated cities in the 48 states.

Strategically Located

In order to cover many of the areas of each state and many counties, small "satellite" training centers are strategically located. These may be administratively, a group, squadron or flight. AFR 45-19, 27 June 56, outlines the organization of Air Reserve Center Groups and Squadrons. The centers are manned by permanent party personnel and the reserve units within the Air Reserve Centers are manned by reserve staffs who execute the training program with the assistance and advice of the center active duty personnel.

The proficiency of the individual reservist is the determining factor on the amount and kind of training he will receive. Specialized courses at the Air Reserve Centers are designed to increase an individual's proficiency in his career field. In addition to these, courses of a

military career development type are offered. The career development-type courses are designed to enrich the military make-up of the individual for the time that he is mobilized.

All of this training is geared to active establishment tasks and problems, so that upon mobilization, the reservist is in "familiar territory". In order to put the "finishing touches" toward this objective, the mobilization assignee as part of his training, is required to participate in an annual short tour of active duty. These tours are normally taken at active establishment bases of the major command to which the reservist is aligned in his M/A position.

Course Materials

However in the AResC's, a curriculum of specialized training courses is the main vehicle used for the Reserve Training Program. Through this vehicle he gets most of his training. Technical Training Air Force develops the course materials based upon the needs of the training program. Each course is written specially for use in the Air Reserve Centers and parallels, to a large degree, resident courses offered at Air Training Command resident schools. In addition to TTAF written courses, course materials are also developed by the Centers, institutions of higher learning under contract, and staff agencies of ConAC and AF headquarters.

An additional course of study is now in its initial stage of development. It will be written at Air University by a select staff of officers and educators. The course will be designed to parallel those courses offered at the Air Command and Staff College, but will be especially tailored for use in the Air Reserve Centers. It will be entitled "The Staff Development Course" and will be geared to familiarize the reserve officer with current staff positions in order to better prepare him for mobilization into the active establishment. The first increment of this course is programmed for introduction into the Air Reserve Center program by September 1959.

The method of instruction is similar to any college or university. The training year is organized into an academic year consisting of two semesters or half academic years. Each semester consists of

five months. The reservist reports to the center for training, on the average of two evenings a month. For the entire academic year, the individual attends 24 training periods of not less than two hours per period. The instructional staff consists of several types.

Qualified reservists, individual or institutional contract instructors or active military personnel, are the sources from which instructors are obtained. The Air Reserve Center commander is responsible for the quality of instruction offered at his center. To assist him to carry out this responsibility, a commander will call upon members of his AD staff, the reserve staff and the Educational Guidance Staff.

The Educational Guidance Staff plays a major role in curriculum and instructional guidance. This staff consists of reservists who are qualified for membership by virtue of their education and experience in the field of education. They review course materials, observe teaching techniques and certify instructors. They also make recommendations to the commander for the improvement of the program and quality of instructors.

Courses available at the Air Reserve Centers are as follows:

Officers	Airmen
Adm & Managem't	NCO Course
Management (Basic)	Air Traf Cont & Warn
Management (Adv)	Comm Center Spec
Intelligence	Radio Operator
Air Int Lang Spec	Radio-Radar Maint
Psych Warfare	Electronics Repair
Communications	Jet Aircraft Mech
Aircraft Maint	Jet Engine Mech
Transportation	Recip Eng Mech
Supply	Vehicle Maint
Comptroller	Motor Trans
Administrative	Supply
Personnel	Administrative
Educ & Training	Personnel
Legal (Mil Just)	Reserve Instructor
Research & Dev	Air Police
Medical	

Wanted: Coming Events

Starting next issue, we plan to run a column of coming events. It will pertain to national and local conferences, meetings, seminars, etc., of special and general interest to reservists.

Your aid is solicited in posting us on date, locale, and title of each event for listing. Items scheduled for the initial column should reach our editorial shop by March 14; successive issues will have a 7th of the month deadline.

Events scheduled for a 3-month period, starting April 15, are invited.



S/Sgt H. W. Bissett helps Maj. Richard E. Snoke (civilian clothes), an ISO reservist, check his year's points.



Center heads huddle (l to r): Maj. R. S. Harris, Col. T. D. Ferguson, Lt. Col. R. Lund, and Capt. L. Sellers.



Lt. Col. James C. Matheny, at the controls of his self-built MARS station at Center.

By Bud Nelson

CERTAINLY, the 2617th AResC, commanded by Col. Thomas D. Ferguson, is not a unique organization. Unless, of course, one considers that its very location—in Washington, D. C. and scarcely a mile from the nation's Capitol—as unique. Contrarily, one just as certainly wouldn't consider this 700-some-odd Air Reservists' organization atypical.

Could it be classified as "typically unique"? Well, now . . . A cursory visit to this very busy Center on any of its four-week meeting nights would give the impression that here, indeed, is a typical gathering of reservists indulging in both specialized and general training. There are the full classroom lectures, the training films, the examinations, the hustling in and out of the orderly room as the reservists attempt to obtain explanations for all the forms they have to fill out, the "where do I get my W-2?" and "how come I didn't get credit for that night I worked with the Air Explorers?" etc.

Oh, yes, the same thing goes on in a hundred other centers throughout the country and, to a lesser degree, in a thousand isolated squadrons or flights.

But perhaps it might be a good idea to delve a bit deeper into what makes this particular Center "tick"; why it can be considered as having a distinct personality of its own, just as every center is, after all, a separate entity.

"I'd venture to say without taking recourse to all the records," replied Col. Ferguson to a query, "that at least 70 per cent of our reservists work for the Government in the civilian jobs. And those jobs range from high Department of Defense posts to very prosaic clerical assignments in any of a hundred Government agencies all housed right here in the Capital. You might say most of 'em are working for the Government day and night."

Take Lt. Col. James C. Matheny, for instance. As a civilian

"Typically Un

he labors for the Voice of America with the title of acting chief of the Materiel Maintenance Unit, USIA. As a reservist he has built not one, but two MARS stations for the Center, constructing them from material he has "scrounged" (to use his own word) from Army, Navy and Air Force surplus. One station is at the Washington Center with the call letters AF3FBS and the other at Front Royal, in Virginia (the 9206 ARSq) with the call letters K4FGN. Col. Matheny, incidentally, got his first license in 1919 and operates his own "ham" station at home (W4QP). How many other Centers can boast of two MARS stations?

Then the Industrial Mobilization flight, under the direction of the 9110th ARGp commander, Lt. Col. William D. Price, has organized a Joint Assembly Program conducted by a committee of reservists from the Army, Navy, Marines and Air Force (all in the Washington area). The committee gives approximately five forums a semester on industrial mobilization, calling on the really top level personages in the Capital for the lecture. Reservists from all branches of the service are invited and the response has been so great that their lectures must be held in the Department Auditorium, which seats thousands. It might be mentioned that this year's committee chairman

Congressmen James E. Van Zandt, a Navy reserve captain.

Also just under way is a very popular Guided Missile Orientation Course to which all the Center's reservists are invited. This course is designed to give the uninitiated a thorough groundwork in the intricacies of our latest weapons. Needless to say, points or no, these lectures, given by inner sanctum scientists, are SRO affairs.

The Center itself, including a number of squadrons and flights in outlying districts of Maryland and Virginia, conducts no less than 17 different types of training, most of them in the specialized category. In all, at this writing, there are 768 officers and airmen (505 officers and 263 airmen) assigned to the Center.

Now that's a goodly number as any of the 4 officers, 21 airmen (active duty) and 3 civilians who have to handle all the administration will readily attest.

"We're kept busy," commented Capt. Lorin B. Sellers, personnel officer, "and not only in the daytime. If my airmen got 'double time for overtime', I honestly think we'd have to be a separate item in the Defense Budget."

Col. Ferguson was asked what he thought was the main reason so many men leave fireside and family to don Air Force blue and attend meetings and even put in a lot of extra time delving into reserve affairs.

"For some, let's be frank," he answered, "it's the money, and the future security. But for many more, it is—shall I say a patriotic hobby? For so many years, their whole life was the Air Force. It's hard to break away completely. Their wives, their non-service friends, simply don't speak the language. At these meetings, at these extra-curricular activities, they feel a part of the team again. And, maybe even more important, they are kept abreast of things far more comprehensively than the ordinary layman."

ue" AFRes Center

Something like a night out with the boys? it was suggested. "It's more than that," said Col. Ferguson. "A man doesn't have to wear a flag on his lapel."

Only each individual knows what goes on inside himself.

The colonel then was asked if he thought that such training as the reservists assigned to his type center received was worthwhile to the Air Force and the nation, in view of today's super sonic missiles, and "Explorers", and hydrogen bombs.

"Very definitely," he replied, "especially so during this long period of transition which we all anticipate. Push-button warfare is a long, long way off. Besides," he added—and truer words were never spoken—"there will always be a need for administration. If a personnel, or legal, or supply or finance officer doesn't keep up constantly with the myriad changes, why, he's snowed under. Here, the reservists keep abreast of the changes to the changes, and it keeps 'em on their toes."

So it isn't just the flying personnel who have to be "checked out" every now and so often!

Visiting one of the classes for a brief spell, a group watched the Research and Development Flight suffering through an examination. There were approximately 25 "students" pouring over papers—with gold and silver leaf accouterments predomi-

nating.

"How many of you gentlemen have your master's degree?" the class was asked.

Six hands rose.

"And how many have your PHD's, exclusive of the master's?"

Eight more hands came up.

"This flight is nicknamed 'the brain flight'," said the spokesman, a very apt appellation, it was thought.

During the coffee break between classes, Lt. Col. Rolland Lund, Center executive officer, put in a pitch for the reserve airmen.

"We're proud to say that they are 100 per cent in specialized training and doing one whale of a job. We have administration, supply, personnel, NCO leadership, and NCO management classes, most of which are conducted by the NCO's themselves. Having an enrollment rising constantly to 300 airmen in this city where everyone is a 'wheel' is, I think, extraordinarily good."

Perhaps another item that makes this Center a bit "different" from most is the fact that, since it was formed in 1954, it has been forced to move no less than five times.

"Maybe we should be called a 'mobile unit'," laughed Capt. Sellers. "But that's Washington. No sooner do we get settled, some higher priority agency needs the space and we go house-hunting again."

The organization's current abode is in one of the many 'temporary' buildings constructed during WWII (how permanent can a 'temporary' building be?) and it looks like the Center will be able to call it 'home' for some time to come.

Well, sir, that's about the story of Washington's AResC. Not so different from all the others—but not the same, either. For, after all, although each center is, on paper, identical with

each other center, it is the spirit, the morale, the ingenuity, and the sheer talent of those assigned to the organization which makes it 'tick' like a hundred dollar watch, or 'tock' like a street-vender's 50-cent bargain.

Truly, the 2617th is an organization which 'ticks'.



The reserve Info Svs Flt working on the Center's monthly house organ, *Jet Stream*. Lt. Col. S. Ralph DeBrowen, cmdr, heads the discussion.

CROSS COUNTRY REPORT

ROPA Colonel Board

A ROPA selection board meets at ARRC in Denver, April 14, to select and recommend officers for permanent promotion to colonel in the AFRes. Eligibility: promotion service prior to July 1, 1949, including AD and non-AD reservists.

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GI Life Insurance Tips

Vets holding GI life insurance policies may use their regular annual dividends to guard against losing their insurance, instead of taking cash, the VA announced.

All holders may, (1) have the dividends held, with interest, as a credit to pay the premium monthly in case the policyholder fails to pay it; (2) direct VA to use their dividends to pay premiums ahead of time; or (3) request payment in cash. Permanent plan policy holders, in addition, may authorize VA to hold dividends on deposit, with interest, and subject to withdrawal at their request.

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"Space Technology" Course

Some 35 AFRes officers from the East San Francisco Bay area currently are attending a 4-month "Space Technology" course offered by the U. of California in lieu of their regular reserve meetings, Lt. Col. Bill R. Brown, cmdr, 2562d AResC, Alameda, announced. The officers are from the 9389th ARSq.

The roll of lecturers include such notable scientists as Dr. Wernher von Braun, who discusses "Exploration of Mars"; Joseph Kaplan, speaking on "Scientific Use of Space Vehicles", and Simon Ramo, talking on "What the Future Holds."

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ECI Activates Mechanic Course

The ECI has activated Course 4310, Aircraft Mechanic, Basic, the ninth ECI course in the 43 (Maintenance) career area.

This is a 4-volume course carrying an estimated 72 study hours. No special eligibility requirements must be met in order to take the course.

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Major Stumps Experts

Maj. Clemitt L. Swagerty, executive officer of the 349th Air Base Gp, a part of the 2346th ARFC at Hamilton AFB,

Calif., received a free trip to New York City recently to appear on the TV program, "What's My Line".

The well-known personages on that program beat all around his 'line', but couldn't pin it down. So he won a \$50 prize. What's his 'line'? He's recreation supervisor at San Quentin Prison.

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ANG Unit Flies 4116 Hours

The 124th Ftr Gp (AD) of the Idaho ANG claims a flying time record of 4,116 hours logged in the F-89B aircraft during the calendar year 1957. This figure represents a utilization of 16.3 hours per aircraft per month.

The unit received its first twin-jet interceptor in June 1956, and has been active in the Air Defense Command runway alert program since the first of last year.

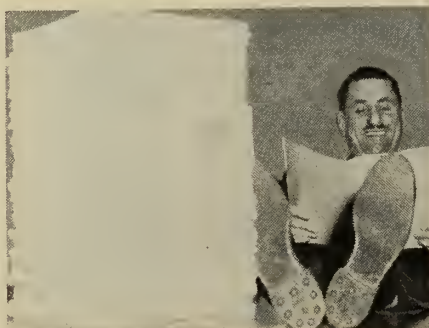
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Nominated as ECI "Whiz Kid"

They nicknamed Lt. Col. John Kokolus, a member of the 9544th ARSq, a unit of Wilkes-Barre (Penna.) AResC, "Fabulous" for a very good reason. During the 1957 calendar year, he amassed the "fabulous" total of 494 ECI points, or just about 10 times as many as he needed for a "satisfactory year!"

Col. Kokolus, who is a state liquor enforcement officer, a farmer, and a linguist (he speaks Russian, Polish and German, as well as English) also puts in a lot of time helping with squadron administrative duties. The WWII pilot-bombardier was asked why he accumulated so many points so quickly.

"Well," he replied, "a fellow has to keep busy!"



Here are two feet of ECI material stacked against two size-12 feet owned by Col. Kokolus.

Reserve Roundup

Lt. Robert G. Record, Jr., administrative officer of the 2625th AResC, Worcester, Mass., presented the 1AF Certificate of Appreciation to the Bay State Abrasive Corp. . . . Lt. Col. Floyd J. Chandler has succeeded Col. Floyd W. Watson, who retired, as commander of the 9190th ARGP, Knoxville, Tenn. . . . Dr. Wladyslaw W. Kulski, professor of political science at Syracuse U. spoke to 200 AFRes men from the Syracuse AResC on "Our Answer to Soviet Challenges" . . . Maj. Glenn H. Dorward, commercial pilot and member of the 9764th ARSq, Denver, Colo., was awarded command pilot wings.

Six ranking AFRes officers, headed by Brig. Gen. Donald J. Strait, took their two weeks' active duty tour at H. USAFE in Wiesbaden, Germany . . . Capt. Eugene E. McManus of the 150th Aero Trans Sq, N. J. ANG, was awarded his command pilot wings . . . The U.S. Government Printing Office has just printed a new booklet, "Federal Benefits Available to Veterans and their Dependents." It costs 15 cents a copy . . . Lt. Col. Irving F. Francis, cmdr, presented a Certificate of Appreciation to The Asbury Park Press and its affiliate Radio Station WJLK, of Asbury Park, N. J.

T/Sgt. Tommy D. Sutton, with 16 points, was named "high point man of 1957" of the 2593d AResC of Fort Worth, Tex. . . . The 152d F-1 Sq, Arizona ANG, was host to the Tucson Senior H. S.'s Aviation Mechanic's Class . . . 4AF's active and reserve units completed a full year of operations without a single aircraft accident, Maj. Gen. Sory Smith, cmdr, announced.

Col. Lyman H. Goff, cmdr, 9048th ARGP, and Lt. Col. William G. Freeman, cmdr, AResC, both of Norfolk Va., presented certificates of appreciation to The Donnelly Advertising Corp. and O'Rourke and Batchelder, Transportation Advertising . . . Col. John A. Bell, of the 2695th AResC, Nashville, Tenn., retired after 28 years active and reserve service . . . Flt "E", 9971st ARSq, Atlanta, Ga. has been activated as the first AResC medical flight in that state.

Col. Arthur H. Corliss, 1AF surgeon, has been reassigned as command surgeon of ConAC . . . Col. Floyd F. Nagel, cmdr of the AF Accounting and Finance Center Reserve Mobilization Unit, Denver, Colo., received a cluster to his Commendation Ribbon.

SAYONARA from page 6

crackerjack whiffle ball team over in our park."

What reasons are behind this dynamic man's decision to spend the rest of his days in Japan as a member of a cloistered religious order? Father Sebastian, whose youthful mien and physical agility belie his 41 years, has been an ordained priest since Spring, 1942, and has been a member of the Franciscan order since 1936, joining immediately after his graduation from St. Bonaventure University.

The highly-educated priest was a mathematics instructor in the Army's Special Training Program during the war years. He received his MBA degree from the Wharton School of the University of Pennsylvania and has held professorships at St. Bonaventure and Fordham, where he studied for his PhD.

In 1952 he was commissioned chaplain in the U. S. Air Force. The next year Father Sebastian, then Chaplain McKenna, had his first glimpse of Japan as a working chaplain at Johnson Air Base. He subsequently had ample opportunity to receive a first-hand view of the land that was later to become his home. As a traveling chaplain for the 527th Aircraft Control and Warning Group, he journeyed the length and breadth of Japan's central island of Honshu, visiting the isolated radar sites that keep the country secure from aerial invasion.

After a brief stint attending to religious needs of Okinawa-based airmen at radar sites, he returned to the U. S. in early 1955. Less than a year later, his mind was made up.

He requested relief from active duty at Dow AFB, Bangor, Me. One month later he was preaching and hearing confessions in the "busiest church in New York City," St. Francis Friary.

All this was preparation for his one big dream—to live, teach and pray with the people of Japan. In the summer of 1956, he was enrolled at St. Joseph's in Tokyo and was well into his Japanese lessons.

How about the Air Force? "I am going to continue to hold my reserve commission for a number of reasons," replies the genial monk-chaplain. "People with religious needs can be found everywhere. Wherever I can be of any help, I want to be there, whether it be with my Japanese parishioners or with a guy stuck on a lonely radar site."

Father Sebastian looked reflectively out the window.

"That's what I want to do," he said.



Maj. Taylor (l) wishes A/3c Harold Gadfrey "good luck" just before the latter's first jet ride. The pilot is Maj. Al McCaleb, a Marine serving with the VX3 squadron.

Unity in Action

IT may seem a bit incongruous at first to watch a group of reservists dressed in Air Force blue checking through the Marine gate at the Atlantic City (N.J.) Naval Air Station. But, really, they're not out of place. They're just going on their regular bi-monthly meeting at the Pomona base.

These men are members of the 9327th ARSq, commanded by Maj. Howard F. W. Taylor, and they're studying jet engine repair and maintenance under the instruction of petty officers of the host group, VX3, the Navy's experimental and development squadron. Actually, these instructors donate their off-duty time to aid the AF reservists.

It all started a couple of years ago when the men of the 9327th expressed a desire to delve into the intricacies of the latest jet engines. Hq ConAC okayed the idea of a training class provided facilities and qualified instructors were available.

But where to obtain these instructors? And where to find the facilities in the midst of the Atlantic City resort area?

In due course, Cmdr. David R. Flynn, executive officer of VX3, learned of the difficulty and he offered full use of the facilities—and instructors—at Pomona. The project was underway.

This inter-service integration is

running smoothly now. The AF reservists gather at 7:30 pm on meeting nights for the opening of the class, conducted under the direction of S/Sgt. Robert Cornett of the 9327th, who, incidentally, holds a commercial pilot's license.

Study of the jet engines is conducted both in classrooms and shops. The mechanics not only learn all about the engines themselves, but receive a thorough indoctrination in instruments, oxygen systems, armament systems and the myriad other technical aspects of today's super-speed aircraft.

Textbook study is followed by films, which in turn is followed by actual work in Hangar A on the engines. In addition, the AF reservists have the use of a ground trainer which simulates the actual conditions of a plane in flight.

But the high point of the course is an actual flight in a Navy jet, designed to acquaint the AF mechanics with problems faced by pilots in flight and to emphasize the importance of the mechanic's work.

Through such flights, the bond between pilots and the men who keep 'em flying is strengthened.

And, it might be added, a much greater mutual respect among the services is built through this unique set-up.



MAIL BAG

Dear Editor:

I am an AFRes officer scheduled to be mandatorily discharged at age 60. I have 17 years of satisfactory Federal service. Can I enlist in the AFRes to complete 20 years of satisfactory service for retirement?

AM
Chicago, Ill.

Yes. You can enlist in the AFRes if you do so within 90 days from date of discharge, and agree in writing to fill an authorized vacancy in a Ready Reserve position. These provisions for the enlistment of age 60 reserve officers expire on June 30, 1958.

Dear Editor:

If I'm not mistaken, I read in *The Air Reservist* that a reserve officer can draw \$50 uniform allowance every four years of reserve duty. If this is correct, would you please let me know where and how to apply for it.

EHK
Longview, Wash.

Any reserve officer who fulfills all of the following requirements is eligible for the uniform maintenance allowance: a. he performs four years of Federal service as an officer in the same reserve component; b. he performs at least 28 days' active duty or active duty for training during this period; c. he earns at least 35 of the required 50 points for a year of satisfactory Federal service, by performing duty which requires the wearing of the uniform and when, in fact, he wore the uniform. If you meet the requirements stated, communicate with your unit of assignment. If you are assigned to NARS, your letter should be addressed to the Commander, ARRC.

Dear Editor:

When a group of officers from my unit were going to Denver to review their master personnel records, I asked one of them to review my records for me because I was unable to go at that time due

to business commitments. The officer I asked informed me that he was not permitted to do so. Will you tell me what to do in order that another officer may review my records for me the same as I would if I were there in person?

JKL
Wilmington, Del.

Written authorization must be presented the custodian of records at ARRC. Authorization should be addressed and worded as follows:

Commander
Air Reserve Records Center
3800 York Street
Denver 5, Colorado

I, (name, grade, and service number), hereby certify that I am a member of the Air Force Reserve and request that (full name, grade—if military personnel), my authorized representative, be permitted to review my master personnel records in the same manner and under the same conditions that would apply if I presented myself in person for this purpose.

(Signature)
(Type name, grade, USAF)

(The following is a correction to the Flight Officer query & answer in the Jan. Air Reservist)

Dear Editor:

I was relieved from AD as a flight officer, AUS, May 10, 1946. I accepted a second lieutenant, ORC, appointment, July 1, 1947. What was my status between these dates?

EIG
Marietta, Ga.

You have a valid military status during that period. Your temporary flight officer, AUS, appointment was effective until July 1, 1948, the date the national emergency was officially terminated by direction of the President. Flight officers holding AUS appointments who accepted ORC appointments prior to July 1, 1948, have no break in service; those who accepted ORC appointments after July 1, 1948 have a break in service equal to the difference between the ORC acceptance dates and July 1, 1948.

TECHNICIAN from page 2

positions involved.

As these examinations are announced they will be the subject of wide publicity in the Ellington and Davis localities. The same will be true in the geographic area of other Air Reserve Flying Centers.

Information concerning the possible addition of a few more locations during this fiscal year should be available by the time the April *The Air Reservist* goes to press. In the event of favorable decisions in this connection, full information concerning the locations involved and the timetable for implementation at such new locations will be included.

Dear Editor:

I have to take a physical exam to reinstate my GI insurance. Is there a time limit on sending the examination report to VA?

SL
Erie, Pa.

VA relays the word that the report should be sent in immediately. If you delay more than five days, you must submit a statement that you are in as good health as you were when examined. If you delay more than 31 days the report will not be acceptable.

Dear Editor:

I am a reserve airman assigned to the Nonaffiliated Reserve Section (NARS). My term of service expired Jan. 10, 1958. Can I reenlist in NARS?

EOL
Wilkes-Barre, Pa.

If you reenlist within 90 days of date of discharge and if you've earned 10 points or more for retention, you can reenlist in NARS. If you reenlist after 90 days from discharge date, you must enlist for ready units or M/A slots.



"Wow! . . . a space-ship to MARS! . . . all I volunteered for was a space in NARS."

Pentagraphs

Assignment to Ready Reserve Programs: Revised AFR 45-3, published recently, is of particular importance to reservists interested in the Ready Reserve and supervisory personnel concerned with administering the programs. Previously it was necessary to consult both AFR 45-3 and AFR 45-5. All items pertaining to policy, assignment procedures, and retention requirements are now contained in a single regulation. Specific assignment qualifications and restrictions are outlined, and the various Ready Reserve training categories and participation requirements are listed. In this connection, specific training categories have been established for AResC instructors and members of unit and educational guidance staffs of AResC units. Another significant item in the reg is the reaffirmation of the policy that on-the-job type training for personnel assigned and trained by major air commands be four hours in duration. This revision specifically states that only job proficiency inactive duty training periods of at least four hours duration can be counted to fulfill inactive duty training requirements for personnel in Part I, Training Categories A and B. Points only may continue to be awarded for training sessions of at least two hours duration as outlined in AFR 45-15.

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Training: Policies and procedures by which major air commands in the continental United States may submit requirements for reservists not on extended active duty to attend schools conducted by the military services are outlined in AFR 50-41, *AFRes School Training Program*, dated Jan. 28, 1958. This regulation also provides the procedures to be followed after Hq USAF approves requirements.

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Small Arms Goal: A two-fold objective is in the offing to qualify all Ready Reserve and active duty AF personnel, except non-combatants, as *Marksmen* in personal arms. The .22 caliber rifle (and pistol) is expected to be the basic training weapon for general troop marksmanship training. Since only about 50 per cent of AF bases are adequately equipped with firing ranges, the buildup of facilities will take approximately three years to accommodate personnel.

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Russell-Smith Bill: A bill has been introduced in Congress by Senators Richard Russell and Margaret Chase Smith that would prevent Regular officers who resign and take Reserve commissions from earning full retirement pay. It would require such officers to figure Reserve time under Title III of Public Law 810 (The Reserve Retirement Law). Under this pending legislation Regulars that turn Reserve would get about one-fifth as much for their ten Reserve years as they now get. As the law now stands, Regular officers with more than 20 years service who resign and take Reserve commissions can use AFRes time for longevity purposes in figuring total retired pay. At the end of 30 years combined time they get as much retirement pay as a Regular who stays on active duty for 30 years.

Title Change: The Reserve Activities Group, Director of Personnel Procurement and Training, DC/S Personnel, has recently changed its name to the Reserve Training Group. The modification will more closely identify the organization with its assigned function of monitoring all types of reserve training for USAF.

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School Openings: Spaces are available for training in Reserve Technical Refresher Courses conducted by the Air Technical Training Command. Further information may be obtained from unit of assignment.

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FICA Tax Deduction: Social Security tax deductions (Federal Insurance Contribution Act Tax) have been made, in some cases, from inactive duty training pay of members of the AFRes. This is contrary to instructions furnished in paragraph a, Part II, ALZICOM 235/56, dated Dec. 31, 1956. In accordance with the above-mentioned reference only base pay earned while on active duty or active duty for training will be subject to FICA tax.

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Staff Development Course: Notable progress has been made recently by Hq USAF toward the development and introduction of a new course of instruction for officers in the AResC program entitled "Staff Development Course." The Directorate of Personnel Procurement and Training, DCS/Personnel, hosted a two-day conference of AU and ConAC representatives to iron out problems associated with course preparation, publication, and distribution. ConAC has primary responsibility for developing the course of instruction, while AU will make its educational resources available to ConAC and will provide professional guidance and review throughout the course preparation project. It is anticipated that it will be open by the fall of 1959. The course had its genesis in the findings of ConAC's 1956 board study of reserve individual training requirements. Its purpose is to improve the reserve officer's ability to execute command and staff tasks required to implement the air strategy and missions of the USAF and to increase his professional qualifications as an AF officer.

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AFRes Retired List: Liberalized provisions for the assignment or transfer of reserve officers and EM to the Retired Reserve List have been established by DOD, dated 20 Dec. 57. The revision of AFR 45-39, *Placement on the USAF Reserve Retired List*, will include the liberalized criteria for eligibility. Pay benefits are not involved, but advantages will accrue to the reservists making the list.

★ ★ ★

Tax Briefs: Although payments for VA benefits are tax-free and need not be reported on 1957 Federal income tax returns, interest earned on GI life insurance dividends left on deposit with VA is not a benefit and is taxable. The ruling on dividend interest was made last year by the Internal Revenue Service. Still tax-free are the proceeds of a GI life insurance policy, including the dividends themselves. Local VA field offices will furnish on request further information concerning VA benefits which need not be reported on tax returns.

★ ★ ★

AF Medals for Airmen: Included in the DOD legislative program for FY58 is a proposal to change the title of The Distinguished Service Cross to The Air Force Cross and the Soldier's Medal to the Airman's Medal in order to more closely identify the awards with the AF. The changes will be dependent upon BOB approval and Congressional action.



With *The Air Reservist* reverting to its original 16 pages for the first time in six months (since Sept. '57), our book review column reappears. Following is a noteworthy listing of highly recommended books on air literature issued during this period.

The Great Deterrent, by Sir John Slessor (Praeger). Collection of provocative lectures and articles by RAF Marshal Sir Slessor; U.S. Air Force Academy, by Jack Engeman (Lothrop). Picture story of the activities in the life of an academy cadet; **Air Force Airs**, by William Wallrich (Duell, Sloan & Pearce). Unique collection of songs, ballads and parodies written by American airmen; **Air Dates**, by Air Commodore L.G.S. Payne (Praeger). Breakdown of principal events in military and civil aviation from 1783 to 1956.

A History of the U.S. Air Force, edited by Alfred Goldberg (Van Nostrand). The official history, 1907-1957, presented in exciting and dramatic style; **Lifeline in the Sky**, by Clayton Knight (Morrow). Author-artist Knight's vivid and authoritative story of MATS; **Five Down and Glory**, by Gene Gurney (Putnam). Stirring compilation of American air aces since WWI; **The Winter of the Bombs**, by Constantine Fitzgibbon (Norton). Absorbing story of the London blitz, recreated with chilling reality.

Man Unafraid, by Stephen F. Tillman (Army Times). An excellent reference of historic significance concerning the vibrant early days of military aviation, 1907-1916; **Tales of a Flier's Faith**, by Ed Mack Miller (Doubleday). Twenty short stories with an unquestioning faith in God, written by a veteran airman who is an ANG member; **The Damned Wear Wings**, by David M. Camerer (Doubleday). A highly gripping novel of courage and cowardice during WWII aerial combat—with the 15AF in the European theater; **American Aces**, by Edward H. Sims (Harper). Former fighter pilot Sims has interviewed a dozen top Air Force aces and recorded their most exciting missions in breathless style.

Navy Fliers Saved Through Alertness Of Hawaii Air Guard's AC&W Squadron

Four Navy fliers are alive today because of the alertness of members of Hawaii ANG's 109th AC&W Sq.

Here is the story:

When A/1c Donald Nishihira of "B" Flt relieved A/1c James Akamine as scope operator, he was — he thought — starting a routine shift (the unit has been on an around-the-clock alert for more than 18 months as a part of the AF's defense of the Hawaiian Islands).

As he was leaving, Airman Akamine called his relief's attention to the track of a Navy airborne early warning aircraft which he had picked up on his radar some 40 minutes earlier. Airman Nishihira continued to plot the track.

"Dead Reckoning"

A short time later, the aircraft disappeared from the face of the scope, not an unusual occurrence in an area where planes are accustomed to practice dive bombing and air-to-air gunnery. However, Airman Nishihira continued to plot the plane's track by "dead reckoning", while he notified AF Control Center.

Some minutes more passed and Airman Nishihira heard Lt. Raymond Moriguchi, duty director of the 109th Direction Center unsuccessfully attempt to contact the plane. Lt. Moriguchi then gave the rescue service the last known information on the plane and its estimated posi-

tion according to Airman Nishihira's computation.

Two Hawaii ANG F-86E's on alert at Hickam AFB were "scrambled" by the AF Control Center to attempt to locate the plane. Lt. Moriguchi steered the jets to the last known position of the lost craft.

The *Sabres*, flown by Capt. Kenneth L. Fisher and Lt. Alexander Bell of the 199th F-I Sq. made a directed search of the area within a 15-mile radius. They were released by the arrival of an AF rescue plane.

It was about two hours later that the rescue plane spotted flashing red lights and dropped survival kits while Lt. Moriguchi marked the location and called for surface craft to go to the rescue. At midnight, eight hours after Airman Nishihira first noticed his "lost" plane, two bodies and four survivors had been picked up by crash boats within the 15-mile radius marked by the Direction Center.

Rear Adm. Leonard B. Southerland, commander of the Navy's Airborne Early Warning Wing Pacific at Barber's Point, T. H., complimented Lt. Moriguchi and the men of the 109th for their part in the rescue operation. Without the position fix established by that unit, Adm. Southerland said, the search would have been conducted in an entirely different area.



A/1c Donald Nishihira at his Surveillance Scope. He tracked the lost plane by "dead reckoning."



The Man in Blue

*I saw him first in an open Wright
And the nose of the ship was his.
He learned his art in the early blue
With never a written quiz.
The wings of his craft were a double raft
With an engine strung between
But it set him free as a Birdman
To see what the birds had seen.*

*I saw him next in a fighting Spad
With poppy fields below.
He fired his gun through a whirling prop
And Death was never slow.
The emblem he wore was the Signal Corps
'Til he proved his sighting eye,
But he put his mark in the history books
Before the ink was dry.*

*I saw him next in a Standard
Barnstorming the countryside.
He would buzz the village steeple
And charge a dollar per ride.
But he sold the air with a showman's flare
To skeptics on the ground.
He proved unsinkable ships could be sunk
And factories reduced to a mound.*

*I saw him next in a DC-3
Minus his polished boots
Charting the best of the courses
To make the air line routes.
Flying the beam, but dreaming a dream
Of horizons up ahead.
Authoring future solutions
That no one yet had read.*

*I saw him next in a B-17
Skimming the channel rolls
Back from a strike on the Continent
With the fuselage full of holes.
He fought that time in every clime
From Europe to Tibet,
And when the show had ended
He was master of the Jet.*

*I'll see him next in outer space
Making his run to the stars.
He'll circle our satellite
And check point over Mars.
A god of the night in that outer light
Searching for things you never knew,
For he's a breed apart from the common herd—
The man that wears the blue.*

*. . . Lt. Col. Marion Talbert Dick
(a Des Moines, Iowa, reservist
assigned to the 2662d AResC)*

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Lt. Col. Ruben L. Parson and Capt. Wilfred G. Jagers, of the 9967th ARSq, Johnson City, Tenn., both distinguished members of the faculty of East Tennessee State College, look over Cal. Parson's latest book, "Conserving American Resources," adopted by 110 universities for study.



Recently graduated from military technical schools are these N. Y. ANG airmen of the 106th F-1 Wg, Bklyn. Checking a chart in the Comptroller Section are (seated l to r) A/2c Calvin K. Hundley and Myron D. Goldman. Standing (l to r) are A/B Michael Padva and A/3c John Monnier.



Brig. Gen. C. R. Bullock, cmdr, 136th Air Def Wg, Texas ANG, serves as model pilot while Fire Capt. F. J. McGee (r) briefs Deputy Sheriff Bob Krouse on crash SOP's in wing's new Sobrejets.



CAP Codet Maj. Kent L. Woodmon (son of Lt. Col. Lymon L. Woodmon, former Air Reservist editor) gets an "Airlines Trophy" as outstanding cadet of Northern Calif. The hostesses? Unidentified!



Brig. Gen. John O. Brodshaw, cmdr, 434th T Corr Wg, Bakalar AFB, Ind., talks with Roy Pieltet, WWI pilot, after the former had given missile talk to the Lions Club in Greenfield.

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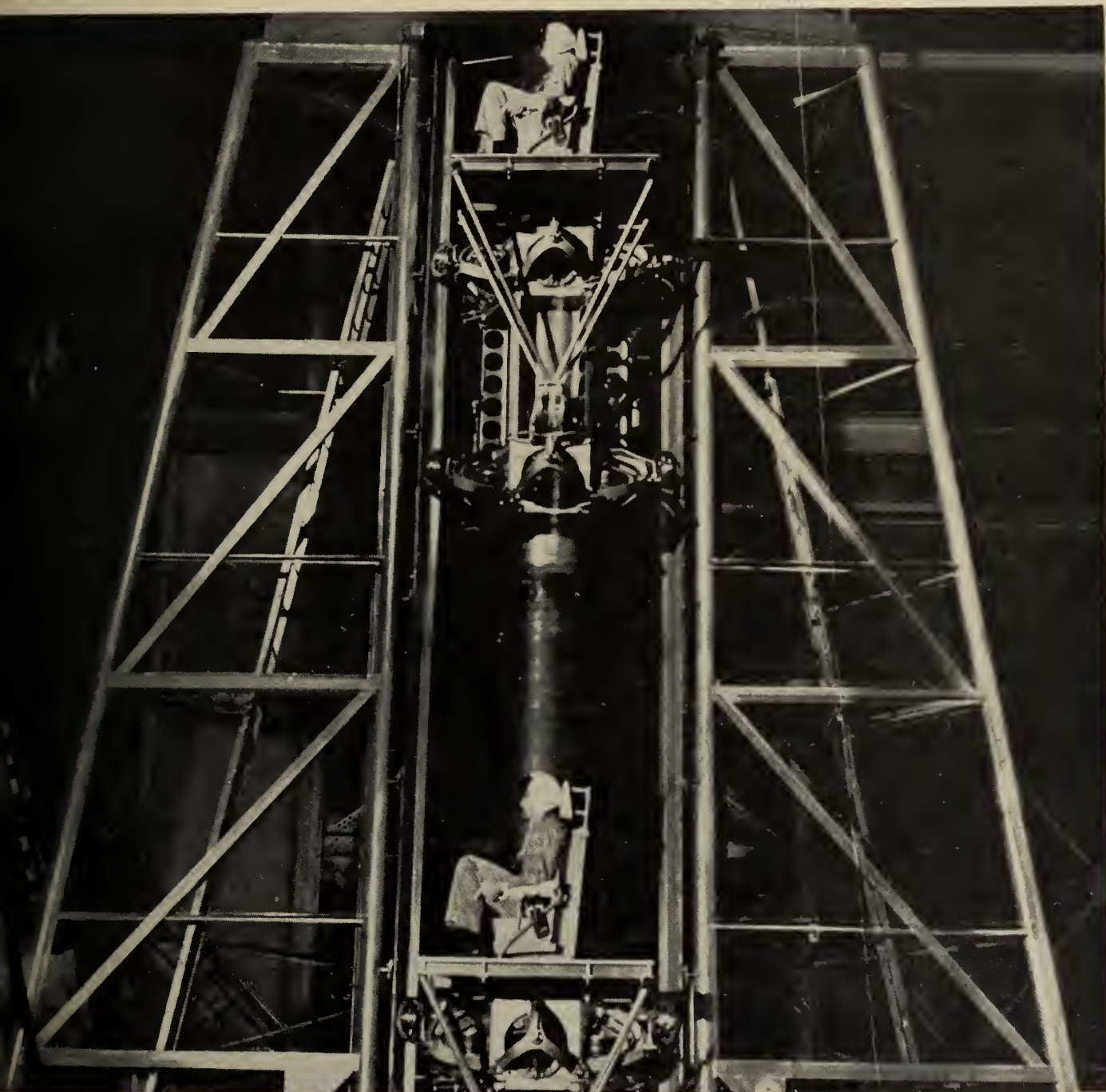
THE AIR

Reservist

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UNTAPPED POOL page 8

"The Air Reserve and the Future," by The Honorable David S. Smith . . . page 3



Cover: Double exposure highlights a test of aircraft buffeting at ARDC. R&D Reserve pool is being tapped to accelerate the command's mission. Story page 8.

AIR FORCE RESERVE • AIR NATIONAL GUARD
AIR FORCE ROTC • CIVIL AIR PATROL
EXPLORERS, BSA

Lt. Gen. William E. Hall
Commander, Continental Air Command

Col. Blake C. Miller
Chief, Office of Info. Svs., ConAC

EDITOR
Lt. Col. Franklin Hibel

ASSOCIATE EDITOR
Fred E. Giachino

STAFF WRITERS
T/Sgt. Earl C. Nelson, Albert W. Febrey

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The Air Reservist is an official publication of the Directorate of Internal Information, Office of Information Services, Continental Air Command, approved by the Secretary of the Air Force as the medium for the AF Reserve, the Air National Guard, AF ROTC, Civil Air Patrol, and the Explorers, BSA.

Editorial Office: Room 834 Old Post
Office Bldg., Washington 25, D.C.

If you know any member of the AF Reserve not on active duty, who is not receiving this magazine, advise him to report that fact, including his full name, rank, service number, plus old and new home addresses to "The AIR RESERVIST," Air Reserve Records Center, 3800 York Street, Denver 5, Colorado.

Air Guardsmen not on active duty receive copies of this magazine through their unit of assignment.

Material contained in the AIR RESERVIST is indexed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by the Secretary of the Air Force and the Director of the Bureau of the Budget 15 July 1955.

Enlistment Policy for Officers Reaching Maximum Age Under ROPA Ends June 30

For some time, the AF has—by policy—permitted its reserve officers who were discharged because of reaching the maximum age under ROPA to enlist in the AFRes. This policy enabled them to qualify for reserve retirement pay under Section 1331, Title 10, U.S. Code.

Under this section of the law, an individual must be over age 60 years and have accrued at least 20 years of satisfactory Federal service in order to qualify for retirement pay in the highest grade held.

This enlistment policy expires June 30. Individuals authorized to enlist under this policy must effect enlistment on or before that date if they desire to take advantage of the opportunity. All enlistments must be to fill a Ready Reserve position in an AFRes unit, or in an individual mobilization position. The individual must meet all of the other requirements for enlistment contained in AFR 45-47, except those pertaining to maximum age.

In view of the established expiration date of this enlistment policy, the AF is permitting reserve officers to avail themselves of this opportunity—if their only

means of qualifying for retired pay by enlisting under this policy.

These officers may be enlisted by an AF activity authorized to effect enlistment under the provisions of AFR 45-47. The limitations of a 90-day break in service (contained in Par 11a(3), AFR 45-45) is also waived to accomplish enlistment of officers formerly separated because of age.

The unit preparing the Airman's Military Record, AF Form 7, will forward a letter to ARRC giving the individual's full name, AF officer's service number, commissioned officer grade at time of enlistment, and date enlistment in the AFRes was accomplished. ARRC will then effect the discharge of the individual from his reserve officer status in accordance with paragraph 13a, AFR 45-41.

When the individual accrues sufficient

see ENLISTMENT page

C-119 Conversion of TCW Nears Completion by Fall

The majority of ConAC's 15 troop carrier wings will have completed conversion from WWII C-46 Commando to C-119's this Fall when the final seven wings convert to the *Flying Boxcars*.

In the event of mobilization, the anticipated need for military airlift on a worldwide basis. Air Reserve troop carrier wings, in such an eventual, would augment the USAF's Military Transport Service, regular troop carrier units, and the Civil Reserve air fleet.

The following AFRes troop carrier wings have completed conversion to C-119:

94th, Hanscom Field, Mass.; 309th, Clinton Co. AFB, Ohio; 403d, Selfridge AFB, Mich.; 434th, Bakalar AFB, Ind.; 440th, Minneapolis-St. Paul International Airport, Minn.; 459th, Andrews AFB, Washington, D. C.; 512th, Naval Air Station, Castle Co. Airport, Del.; and 514th, Mitchel AFB, N. Y.

The following wings are currently undergoing C-119 conversion:

349th, Hamilton AFB, Calif.; 435th, Brooks AFB, Tex.; 435th, Miami International Airport, Fla.; 442d, Richard B. Wright AFB, Mo.; 445th, Dobbins AFB, Ga.; 446th, Ellington AFB, Tex.; and 452d, Long Beach Municipal Airport, Calif.

ART Plan Starts at 21 Locales in a Few Months

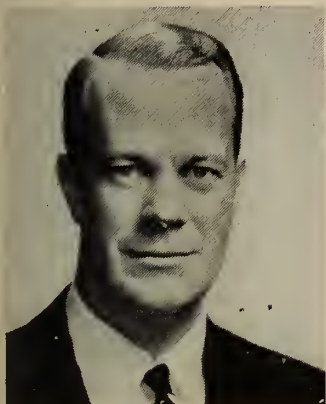
Detailed plans and procedures for implementation of the total Air Reserve Technician program are being developed by ConAC.

Implementation at 21 additional locations (programs at Ellington AFB, Tex., and Davis Field, Okla., are now underway) is being planned. Locales will be listed in the May issue.

Planning includes provision for systematic publicity and furnishing of specific, detailed information to AF reservists, employees of the AF and other federal agencies as well as to the general public, as locations are added.

Actual application for ART positions should be withheld pending this release along with the announcement of examinations in the area of primary interest.

At that time, a completed Standard Form 57, "Application for Federal Employment," and other required forms, should be forwarded to the Civilian Personnel Office of the installation where employment is sought.



THE AIR RESERVE ... AND THE FUTURE

by *The Honorable David S. Smith*

*Assistant Secretary of the Air Force
(Manpower, Personnel & Reserve Forces)*

NOT long ago, there was prepared in the Pentagon a report based upon a thorough study of the programs of the Air Force Reserve and Air National Guard. In a preface to this exhaustive report, Secretary James H. Douglas defined the objective as follows: "To stress the progressive interdependence of the roles of the Active Force and those of the Reserve Forces; to emphasize the achieved correlation of Air Force and Reserve Forces requirements; and to state ANG and AFRes programs for the fulfillment of currently assigned missions and requirements."

This 3-part objective indicates clearly, seems to me, that we have reached a point in time where we can discuss our Reserve Forces programs and the outlook for their future in reasoned, adult terms based upon more than a decade of experience.

Policies Established

Today's AFRes and ANG programs have their origin in a War Dept General Staff Committee which, in Oct. 1945, established the policies prescribing the post-WWII organization of these components. Several months later, the committee's policies and the programs actually were set in motion.

Looking back, it is fair to say that these programs were overly ambitious. Neither was geared to firm war plan requirements, nor was it contemplated that units of either component would be available for service any time short of between 90 and 360 days after Mobilization Day. On the contrary, it appeared that the policies, particularly for the AFRes, were drafted with a view to accommodating as many as possible of the 480,000 reservists who were veterans of AF service in WWII; and in the mistaken belief that future general wars would permit the

same leisurely build-up period available for WWI and II.

It must be remembered that these decisions, which since have been modified, were taken in good faith and before the advance of weapon systems technology became so rapid as almost to defy the best efforts of science, industry and the military to keep pace.

The 1946 program for the AFRes, in flying units alone, called for 45 combat groups, ranging in type from very heavy bombardment to troop carrier, plus miscellaneous support units, adding up to an impressive total of 964. This force was to be manned by 50,000 officers and 120,000 airmen. Some 130 bases would be necessary to support this force.

It was soon evident that the goals were unrealistic. There was insufficient money to provide the huge base structure; facilities were inadequate; airmen enlistments were woefully short of expectations. So, in 1949, the AF undertook a revision of the Reserve program—one that would stress units of a type capable of being supported, rather than providing a little bit of training to large numbers. It was then that the program was revised downward to more realistic proportions of 25 wings to be operated at 23 bases. At the same time, a requirement was established for 12,500 mobilization assignees to meet the AF needs for individuals upon mobilization.

At approximately the same time, the Air Guard was ordered to convert its old structure of 12 composite wings, comprising 27 tactical groups, to 27 wings bringing it into line with the new wing-base structure of the AF.

And, just as these changes were in process, Korea came along to upset plans and timetables again. Although the Guard's reorganization was not completed, 22 of its wings were ordered

into service. All 25 of the Reserve wings, many of them greatly undermanned, were ordered into service.

Hundreds of Air Reservists and Guardsmen, who had been training in their respective programs and many of whom occupied positions in their units, requested—and were granted—deferment from service. On the other hand, thousands of reservists who had never participated since the end of WWII were recalled involuntarily to bring units up to required strength. The Korean recall proved the need for a Reserve Forces program more closely geared to the needs of the active AF.

Starting from Scratch

With virtually all of both components on active duty, the AF, in 1951, took another look at the programs—this time starting just about from scratch. This look, designed to produce a stable program in the Fiscal Years 1955 through 1958, called for 30 Reserve wings, plus support units and mobilization assignees. The Air Guard remained at 27 wings operating from 79 bases.

In 1952, Congress voted the Armed Forces Reserve Act, which, in essence, required the AF to operate a truly Ready Reserve. This requires not only an annual review of the availability of reservists but a review on the part of the AF of its needs for units and people. Two immediate results of this Act were elimination of six pilot training wings, leaving the Reserve flying program at 24 wings; and the determination that the Reserve Forces programs had a valid M-Day requirement of 314,000, instead of the 480,000 which had been the pre-Korean figure.

Over the years, the ANG program has enjoyed much more stability than that

see AIR RESERVE page 4

■ **AIR RESERVE** from page 3

of the AFRes. There are several reasons: one is that the Guard, from the beginning, has been almost exclusively in the business of operating fighter aircraft. It has not had to contend with such a wide variety of missions, such as bomber crew and pilot training, which were assigned to the Reserve. Another is that the Guard has always had a separate budget and, therefore, has been less sensitive to fiscal fluctuations, which are always present in the high priority programs of the AF. Another is that the Guard has had its Air Technician Program for more than 10 years.

Now, however, I believe we can say with assurance that the Reserve program is achieving the kind of stability that has characterized the Guard program.

In the first place, we have geared the AFRes to definite wartime needs of the active AF. Wartime requirements call for 15 Reserve wings of airlift. Last fall, we established the AFRes flying mission as exclusively airlift. At the same time, we established the need for 94,652 individual mobilization assignees who must be available instantly and so trained as to enable them to take their places in the major commands as soon as a war occurs.

Wartime Requirements

By concentrating on what we actually need in the AFRes to satisfy wartime requirements, we can provide the equipment, facilities and training that make for stability. By the end of FY59, the 15 airlift wings will be completely equipped with C-119 aircraft. We have reduced our requirement for flying installations to 37, a figure which we can fund and support, year in and year out. Our requirements for Air Reserve Centers to meet the needs of the Individual Training Program is established at 93, a figure we deem adequate and in which we foresee no change. With fixed installations and fixed programs, participation will increase; our AFRes will be more stable and make a more effective contribution to our National Defense.

Of all the steps that have been taken in recent years to improve and stabilize our Reserve program, none is more important, in my opinion, than the Air Reserve Technician Plan.

This Plan, sought diligently for the last three years, is now a fact. It is in being, working, and is soon to be expanded. In January, we were able to employ the first of these technicians at two installations—Ellington AFB in Texas, and Davis Field at Muskogee,

Oklahoma.

When the plan was approved, an authorization was given for some 900 spaces. Last month, this figure was increased by another 1100 spaces, giving us 2000 at this time. We hope most of these spaces will be filled by September.

This program is not only important to the AFRes, it will be of direct and important benefit to our active AF. For it will release active duty officers and airmen now engaged in housekeeping chores for the Reserve to more pressing assignments in the parent force.

Selective Recruitment

One of the biggest stumbling blocks to adequate airmen strength in the lower grades and skill levels in our Reserve program was the inability of the Reserve, unlike the Air Guard, to recruit non-prior service airmen. We are now able to do this. Recruitment is on a highly selective basis and it is providing our Reserve with the kind of young men who will make the leaders of the future.

Since the Korean conflict, we have been guided in our personnel actions by the prime objective of establishing a truly Ready Reserve. It is obvious that in today's marketplace of high cost weaponry, only a Ready Reserve can be justified.

It is always difficult to explain that the Reserve program never was intended as a means in itself to retirement; but rather as a means through which patriotic citizens could contribute to the security of our nation at less cost than in the active military establishment and with a high degree of effectiveness. Still, we have always tried to assure retention of those who have served the program long and faithfully.

A personnel action which has caused the greatest misunderstanding is the Reserve Officer Personnel Act. While this was not initiated by the AF, it is the law and we must abide by it. In the area of promotion, however, we have felt that the law was restrictive. We have, therefore, prepared a number of amendments which would permit promotion and retention of Reserve officers on a temporary basis. These amendments are presently in the Department of Defense for review by the Reserve Forces Policy Board and the Secretary of Defense and we are optimistic that they will be approved and sent to this session of Congress.

In summary, it is evident that the days of trial and error in our Reserve Forces Program are behind us. This is not to say that the programs will remain static. No part of the AF can remain static, as

witness our current interest in Space Flight. A static AF is an AF embarked on an airway to oblivion. So, as changes occur in the active AF, changes must occur in the AFRes and Air Guard.

But whatever these changes may be, they will be shaped by the objectives Mr. Douglas so clearly stated: "... the interdependence of the roles of the Active Force and those of the Reserve Force; the correlation of the requirements of both; and the fulfillment of assigned missions."

It is not too difficult to foresee the day when the reservist will help man a missile site; or for that matter, perhaps spend his two weeks of active duty in space.

It requires only mutual understanding based on mutual trust and confidence that the AF always will have a need for the Air Reserve and Air Guard.

COMING EVENTS

APRIL

Aeronautical Training Society, Washington, D. C., Apr. 10-11.
Air Staff Committee on ANG & AF Affairs, Washington, D. C., Apr. 10-13.
National Rifle Assn. of America, Dallas, Tex., Apr. 11-17.
American Chemical Society, San Francisco, Calif., Apr. 13-18.
Adjutant Generals Assn, Phoenix, Ariz., Apr. 14-16.
American Helicopter Society, Washington, D. C., Apr. 16-20.
Electronic Components Conference, Los Angeles, Calif., Apr. 22-24.
Astronautics Symposium, Denver, Colo., Apr. 28-30.

MAY

American Assn of Airport Executives, Fresno, Calif., May 4-7.
National Flight Test Instrumentation Symposium, New York, N. Y., May 4-7.
Boys Club of America, Atlantic City, N. J., May 11-15.
Air Mail Pioneers Anniversary Ball, Beverly Hills, Calif., May 16.
Society of Aeronautical Weight Engineers, New York, N. Y., May 19-22.
ConAC's Annual Navigation Meet, Miami International Airport, Fla., May 17-24.

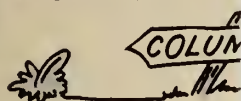
JUNE

Rotary International, Dallas, Tex., June 3-6.
National Industrial Advertisers Assn, St. Louis, Mo., June 3-6.
Military Electronics Show, New York, N. Y., June 8-13.
American Rocket Society, Los Angeles, Calif., June 8-11.
National Convention on Military Electronics, Washington, D. C., June 16-18.
ROA Annual Convention, Atlantic City, N. J., June 25-28.
Kiwanis International, Chicago, Ill., June 29-July 3.



Lt. Col. Douglas Sturkie (r),
greeting a newly organized

han, Lt. Col. Gorman



by **Bud Nelson**

THERE are approximately 30,600 square miles within the boundaries of the state of South Carolina—a considerable bit of ground for any Air Force Reserve group to cover, one must admit.

But that expanse doesn't faze the 900-plus dedicated officers and airmen who comprise the 9180th ARGp, commanded by Col. William O. Callahan, one iota.

They've not only covered it—they've blanketed it!

Perhaps the title of this short dissertation, which is a sort of South Carolinian air reservists' motto, has been slightly plagiarized (is that possible?) from TV. Perhaps the group doesn't actually have a trailer.

Goal: 1000

"Let's not be too literal," smiled Col. Callahan. "We've used everything from a tractor to a bicycle to reach a potential active reservist. We have a goal of 750 airmen in the group by mid-summer and 1000 by the end of the year. We're going to have them, too."

One person thoroughly convinced that this will be done is Lt. Col. George W. Gorman, who heads the 2680th AResC at Columbia, the group's active duty support outfit.

"Col. Callahan is the very personification of dedication when it comes to the reserve program," asserted Col. Gorman. "And it has permeated through the entire group. Down here, the Center truly is a 'support unit' for every bit of credit for the group's remarkable growth must go to the group itself. In the past year, the airman roster has increased from 168 to 477 (plus 70 applications pending in ARRC) and includes nine squadrons and 14 flights with six more flights in the organization stage. That's really 'bringing the unit to the men'!"

■ **ENLISTMENT** from page 2

satisfactory Federal service to qualify for reserve retirement pay after reaching age 60 in the highest grade held, he may be then reappointed and placed on the Reserve Retired List in that officer grade.

For the benefit of those not familiar with the ages under which officers are eliminated (as contained in AFR 45-41), these ages are listed below. Under ROPA, these officers must be either discharged or placed on the Reserve Retired List on the last day of the month in which they reach these ages:

All Male Commissioned Officers:

Major Generals Age 62 years

Brig. Generals & below Age 60 years

WAF Officers: Age 60 years

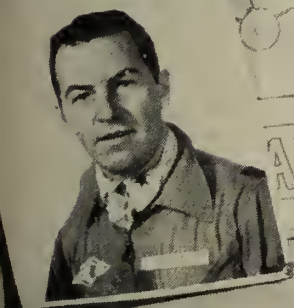
Nurses and Women's Medical Specialists will be discharged or placed on the Reserve Retired List 30 days after the last day of the month in which they reach the age of 55 years if a major or above; or 50 years if a captain or below (effective July 1, 1960). Until that date there is no maximum age for nurses and Women's Medical Specialists.

Reserve warrant officers are discharged or placed on the Reserve Retired List 60 days after attaining age 62, if a male or age 55, if a female. However, the Secretary of the AF may defer action if the individual had reserve warrant officer status on Nov. 1, 1954, and has not accrued 20 years of satisfactory Federal service but could accrue that service no later than the date he or she attains age 64 or 60, respectively.

Par 9 of Hq USAF message, AFPM 118857, 12 February 1958, sent to all major commands, makes reference to this article. That paragraph of the message and AFR 45-47 will be cited as authority for enlistments accomplished under this policy on or before June 30.



But... but, General, I didn't mean to miss your name... besides, Siberia is bad for my sinu-



Maj. Savage

Posting the Air Guard

SAVAGE, Shelton, and safety go together in the Air National Guard.

Some three years ago, Lawrence O. Savage and Douglas C. Shelton, both majors in the Arkansas ANG, combined their talents to make the pilots of the 154th Tac Recon Sq more conscious of flying safety. Their work is now a prominent fixture in every ANG operations office in the nation, and they deserve a large slice of credit for the fact that the accident rate for the Air Guard has decreased steadily over the past three years.

"Doc" Savage, who commands the 154th, would draw a cartoon representing a recent aircraft accident and pass it along to Maj. Shelton, commander of the 123d Recon Tech Sq, who came up with the lines of advice on how to avoid the illustrated accident. The resulting masterpiece would be posted in the Air Guard operations office in Little Rock to be enjoyed and heeded by both local and transient pilots.

One of the many pilots who was impressed by the display of Savage-Shelton originality was Maj. Gen. Winston P. Wilson, chief of the AF Division, AFB. He was so impressed, in fact, that the accomplished Little Rock pair found themselves committed to furnish—free of charge—two new posters each month for the entire ANG.

The advice contained in the posters is worthwhile as well as amusing, and it is the results of better than 10,000 hours of combined flying experience. Maj. Savage is a "career" Air Guardsman. A member of the Arkansas unit since 1937, he probably has gone through as many conversions to new aircraft as any Air Guardsman in the country, the most recent one being to RB-57's. His more than 4,500 flying hours



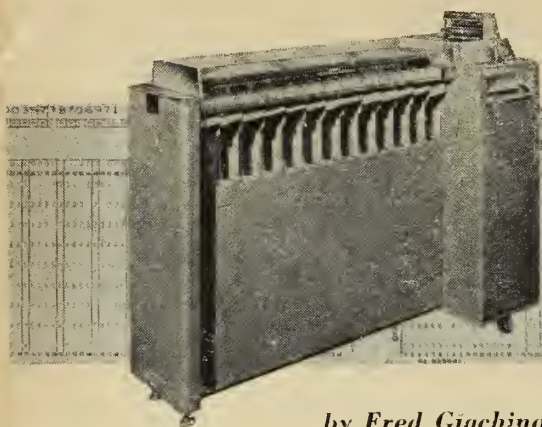
Maj. Shelton

include combat time in both WWII and the Korean emergency. He is as proficient with a drawing board as he is with a jet plane and his cartoons have been appearing in *Flying* and in other national magazines.

Maj. Shelton, while he joined the Guard somewhat later than his collaborator—in 1947 to be exact—also is well qualified as a flying safety expert. He has logged more than 6,000 hours of civilian and military pilot time since he began flying. During the Korean Emergency, he commanded the Arkansas ANG's 120th AC&W Sq both before and after it was ordered into Federal service.

How do they feel about the work that they do for the Air Guard's safety campaign?

"Well," drawls "Doc," "I like to draw and Doug likes to write and—I guess you'll just keep on seeing new posters." ➔ ➔



Untapped po

by Fred Guichino

THERE'S a virtually untapped and unsolicited pool in America's Reserve Forces . . . and the Air Force is proving it could make a heck of a splash.

The pool includes over 6,000 Air Reservists, trained and in many cases eminently qualified, who are available for contributions to the advancement of the AF's "space-age" mission.

The splash is taking the form of a two-pronged program designed to utilize the scientific potential of these reservists to the maximum. The Air Research & Development and Continental Air Commands have co-conjured projects which will allow such reservists to maintain and increase valuable technical skills in fields especially needed in today's defense structure.

In addition, approximately 1,400 research and development spaces have been allotted and are being filled at 30 ConAC Air Reserve Centers, Hq ARDC and its subordinate commands by eligible Air Reservists.

Further, ARDC is contemplating plans to involve the more than 4,500 remaining specialists wherever and whenever possible in such activities as avionics, armament, aircraft & propulsion, missiles, geophysics, nuclear systems, exploratory research, weapon systems management, human factors, and sundry other scientific free-lance studies.

Evaluation Being Made

Though the latter group remains in the background pro tem, it is being evaluated for its potential. This enlightenment or recognition of the Air Reserve potential is not the result of *sputniks*, messers one or two, but the product of considerable spadework during the past two years. Its basic concept is timeless—as practical yesterday as tomorrow. Maj. Gen. Richard H. Carmichael, USAF, Director of Personnel Procurement and Training, expresses it most succinctly:

" . . . Reserve training should be geared to active establishment tasks and problems . . . Training of this nature is more meaningful to the individual and it can make a tangible contribution toward the accomplishment of the Air Force mission . . . "

The ConAC AResC's chosen to inaugurate the plan form the primary prong of R&D Reserve activity. Strategically located near industrial areas where large research and development populations exist, they are expected to provide more effective training at minimum cost.

However, even though the majority of the 1,400 spaces currently allotted are being systematically diverted from other locales to the Air Reserve Centers, this phase of the program is still in its infancy. Actually, it will not be until the advent of Fiscal Year '59 that the R&D spaces will be pinpointed in these specific centers.

Thus far, it has been the second prong which has been most active. This phase, emanating from Hq ARDC and its subordinate commands, already has seen basic projects devised and completed.

Brig. Gen. Don R. Ostrander, Deputy Commander for Resources, declares that our real potential pay-off is during the reservists' peace time active duty tours and inactive duty training. Therefore, the program has been designed to exploit the pool of untapped Reserve scientists and to use such skills as may be found there today—not just after the whistle blows.

Perhaps the dynamo most closely allied to the planning and implementation of this program for Air Reservists is Col. William R. Weber, Assistant for Reserve Affairs, ARDC. Under the direction of Col. Arnold L. Smith, ARDC Director of Personnel, he has taken the initial steps to acquire the necessities to make the ambitious program tick. However, from all indications, the entire command has been imbued with that "sense of urgency."

Col. Smith voices the command's sentiment in this way: "The value of the Reserve program to the Air Research & Development Command lies in the utilization of the talents of our reservists *now*. Our R&D reserve officers represent a wealth of experience in industry and the military service, and, as such, are particularly well equipped to handle many specific research problems and special projects."

How are Air Reservists being selected for ARDC projects?

ARDC's first or test project was typical of how and what happens. In that instance, a specified task was selected. Then on the basis of the "square peg" selective method employing electrical accounting machine punch cards which "job-man" match the available individuals while giving such pertinent information as education, experience and proficiency in technical groupings, four qualified reservists were chosen and given the project of surveying industrial research and development facilities.

In order of rank, the pioneers are Lt. Col. Thomas Cosgrove, Lt. Col. Carl Luneke, Maj. William Djinis and Capt. Richard Belfoss. They were then called on active duty for 15 days at Hq ARDC.

Their problem was to develop a pilot questionnaire for sampling industry and universities pertaining to long-range planning for R&D facilities. The survey covers a group of 800 industrial corporations and its results will be used with other information being developed for final determination of the Air Force.

The work done on these questionnaires will contribute immeasurably to the future of AF research and development. It will facilitate ARDC's attempt to forecast AF R&D requirements which must be based upon sound knowledge of existent

of scientists

901

and planned R&D facilities in industry, colleges, universities, and in government.

The men chosen for the inaugural problem at ARDC are indicative of the basic talents to be found within the AFRes:

Col. Cosgrove has had over 30 years' experience in electronics and general engineering fields, including engineering economics. He is currently employed by the City of New York with the Mayor's Bureau of the Budget, and trains weekends with the New York Air Reserve Center.

His comment was typical of the four individuals chosen for the survey: "These projects give the reservists an opportunity to get into long range R&D planning and allow professional experience obtained in civilian occupations to be merged with military experience and thinking.

Maj. Djinis, another mob assignee who trains with Gotham's AResC, is the senior project engineer with the Reeves Instrument Corporation. His civilian duties have run the gamut of functional analyses and research, investigating such problems as automatic guidance systems, nuclear reactor control instrumentations, specialized computer systems and the initiation of technical studies leading to new contract proposals. He has had several technical articles published and has received patents in the fields of crystal radiation detectors and thermal computer components.

Maj. Djinis applauds the fact that the talents and experience of reservists are being utilized to the best advantage through such problems where vital solutions are needed.

Pleased With "Team" Project

Col. Luneke is from Ohio where he is a mob assignee with the Dayton AResC. He is one of USAF's civilian aeronautical engineers and has been employed in that capacity at Wright-Patterson AFB for the past 21 years. He is especially pleased with the "group" or "team" type of project for which he was selected, being of the mind that it utilizes the individual's capabilities to a greater degree than working an individual project.

Capt. Bielfoss, an Illinoisian who trains with the Chicago AResC, is an estimating engineer for the Guardite Company of Wheeling, Ill. Guardite is a Division of the American Marrieta Corporation and designs and builds high altitude aeromedical equipment for the AF. He is convinced that these scientific projects will increase the interest of the involved reservist in the problems of the AF, since it will add a greater element of value and belonging for the individual, when he has had a say in these problems.

Another excellent example of the second prong in action is the project undertaken by members of Flight B of the 9263d Air Reserve Squadron (New Haven AResC) of Springdale,

Conn., working through the Rome Air Development Center in New York.

There was no 15-day active duty tour involved. Rather, 9263d's contribution could be a model of how responsible and qualified reservists may turn reserve time into research time.

Composed of a group of scientists and engineers, Flight B recently produced a new approach for intelligence and electronic warfare techniques which are being accepted by ARDC for AF application. The unit took the initiative and contacted the Rome Air Development Center, then chose one of the several projects offered for possible study. Their completed research compares to the first phase of a study contract and has resulted in a \$150,000 savings to the government.

The findings included the successful production of several techniques pertaining to the studies of liquid level detection.

During the 6-month project, the flight submitted regular monthly activity and progress reports to the Rome Air Development Center in order to establish official control and observation of the scientific program.

The individuals involved represent some of the outstanding industrial firms in the New England area. Thus, Lt. Col. Leonard S. Horner; Maj's. Charles A. Mills and Milliard F. Smith; Capt's. Charles O. Baughn, Jr., Alexander Bliznick and Wayne O. Montgomery; 1st Lt. Jack E. Antes; and T/Sgt. Raymond C. Rodger may also stand up and be counted among the pioneers of the Reserve R&D forces.

Obviously, the projects discussed are not considered as merely "busy work" by either its ARDC or ConAC champions. Its enthusiastic proponents view the good they will do the

see UNTAPPED page 14



Discussing their survey findings with Brig. Gen. J. W. Carpenter (c) are (l-r) Lt. Col. Cosgrove, Capt. Bielfoss, Lt. Col. Lunke and Maj. Djinis.

Short Bursts

"FLYING JEEP": Bumper-to-bumper traffic jams — anathema to millions of motorists — could be a thing of the past with the development of the "Flying Jeep," some years hence. Currently being worked on by the aircraft industry, the proposed jeeps will be entirely wingless. Last month's Fortune magazine reported that they may be the first flying machines to be converted into a practical family vehicle that can take off and land in the backyard.

INTERCONTINENTAL BOMBER: Being developed under the nation's most advanced weapon systems, it has been designated the B-70. Under the Weapon System Manager concept, North American is responsible for development of the entire system required to put a bomb on target. The B-70 is capable of speeds in excess of 2000 miles an hour at altitudes above 70,000 feet.

THE NAME'S THE SAME: Billy Mitchell has been appointed to the Advertising Committee of the Air Traffic Conference. But before you get any ideas, let's hasten to explain that this Billy Mitchell is a Bonanza Air Lines' vice-president.

GI LIFE INSURANCE PROCEEDS: Veterans holding GI insurance should change their beneficiaries in line with recent changes in family status. VA is required by law to pay GI insurance proceeds to beneficiary of record, whether or not that beneficiary still is in any way connected with the veteran. Fault is the veteran's, who failed to keep beneficiary listing up to date.

AFA JET AGE CONFAB QUOTES: "While it is certainly recognized that the AF mission extends beyond thin air into space, it should also be recognized that the exploration of space cannot be the monopoly of the AF or of the military services. The exploration of space should become a great venture in which military and civilian agencies and many nations cooperate." — SecAF James H. Douglas. "The U.S. must win and maintain the capability to control space in order to assure the progress and pre-eminence of the free nations. If liberty and freedom are to remain in the earth world, the U.S. and its allies must be in a position to control space. We cannot permit the dominance of peace by those who have repeatedly stated their intent to crush the free world." — Gen. Thomas D. White, USAF C/S. "It is a dangerous fallacy to assume that missiles once built can be stacked up like so much cord-wood until needed. Missile systems are extremely complicated and the missiles can wear out simply by standing idle." — Dr. George E. Valley, Jr., USAF chief scientist.

MAIL BAG

Dear Editor:

I have just received *The Air Reservist* and noticed the change of ID card.

I was released from active duty after four years of service. I did not get an ID card. Will you please tell me how to get one? I am not on active reserve.

VTC

Calhoun, Ky.

Personnel of the AFRes not on extended active duty may obtain the DD Form 1173 by applying to the commander of the nearest AF installation. If the verifying official of the installation is unable to determine the eligibility of the individual, it will be necessary for him to forward the application to the commander of the unit having custody of the individual's personnel records.

Dear Editor:

I will be in Denver, Colo., on or about 15 April 1958. How do I request permission to review my master personnel record at ARRC?

DC

Reno, Nev.

Notify the Commander, ARRC 3800 York St., Denver 5, Colo., at least 24 hours prior to your arrival, giving him the approximate time and date you wish to review your record. You should include your current address and service number. Compliance with this request by the addressee will save time in research.

Dear Editor:

In the near future I am to be transferred to Puerto Rico by my employer. If it is possible, I would like to continue reserve training. Is there an air base on the island where I may do so?

WBB

Niagara Falls, N.Y.

You should complete AF Form 128 and submit it in triplicate to the Commander, Caribbean Air Command, APO 825, New Orleans, La. You should attach to your application a letter indicating when you will arrive in the area and the expected duration of your stay. You may obtain the necessary forms, and receive assistance in applying, from the local ARFC located at the Niagara Falls Municipal Airport.



A WORD TO THE WIVES

by Colonel E. G. Morrison

WHAT does your husband do as a reservist?" That's a fair question—one which most women would like to answer with charming but wifely authority.

Therefore, in the interest of promoting understanding, let's review the job of the Reserve Forces in a few hundred non-military words.

First of all, the purpose of the reserves is to keep on tap an organization of well-trained military men. In other words, while the men in the Reserve work at their civilian jobs, they are still ready to defend their country in time of emergency. That's no theory. It's fact.

Secondly, as everybody knows, the military strength of a nation depends upon its total resources—machinery, gasoline, food, know-how, manpower. But what a lot of people don't realize is that manpower is the most important. That is because machines are only machines until a man takes over.

The current Reserve program recognizes this need for manpower. It knows that it takes not only men to make the cash registers ring but it also takes men to provide the equipment and support the military establishments need. So the Reserve program was developed to allow thousands of skilled men to do both things—(a) work in civilian life (b) be prepared to defend against any attack which would destroy it.

By taking part in the program the reservist gets a personal dividend too. It is a money dividend because the training he gets in the reserves can lead to an increase in his civilian pay check later on.

Reservists are not trained just to fly an airplane, drive a tank or maneuver a submarine. Welding, bookkeeping, leadership, engineering, personnel management and communications are examples of other things they learn in diversified fields. Perhaps even more important is the way they are encouraged to tackle a problem and solve it. Job discipline and know-how learned in the reserve program can prove to be a real asset for any employer. Or reservist's family.

Here's something else to tell the neighbors about—tax savings.

Most wives have heard about the multi-thousand-dollar price tags applied to the cost of training men. Each taxpayer has made a sizeable contribution for this purpose. If a man who costs the government \$45,000 to train

leaves the Army, Navy, Marine Corps, Coast Guard or the Air Force, the result is a financial loss to everybody. But if those expensively-trained men join the AFRes it is not a total loss. Their skills are kept fresh and available for an emergency.

It is necessary too. Psychologists say that what a man learns in three years, he will likely forget in three more years unless his memory is jogged or unless he has a chance to practice those skills. The Reserve program is one in which memories are jogged. The reservist is therefore not only given an opportunity to keep currently skilled in a specialty he worked hard to gain but he also keeps it current for his country. It is a good example of "one for all and all for one."

The cost of this reserve training is low, too. Here are a few reasons why. Reservists are paid by the day and not by the year. That enables our country to buy their skills and knowledge per drill period. Their families live at home—not at government expense. Support responsibilities are at a bare minimum. There are other savings. Big savings. But most important of all is the saving of the reservist's skills.

It is granted that the program cannot train all personnel to perform all active duty tasks. For instance, it can't train part-time airmen to fly SAC's B-47s or B-52s. That is a full-time job. It doesn't attempt to create experts in aerodynamics or teach men how to repair the complicated insides of a Thor missile. But many hundreds of jobs can be mastered.

For example, at this moment scattered around the country, there are 19 Air National Guard units that each have two loaded, hot jets, manned by civilian Air Guardsman ready to take to the air to intercept enemy planes. The Air Reserves have 25 jumbo sized C-119 transports with reservist-civilian crews ready to airlift urgently-needed material. This Reserve Force activity goes on around the clock. In an emergency, these Air Guard and reservist crews can be multiplied many, many times. Talk about Reserve Strength—that is really something.

This type of readiness is fortunate because today when the press, and public the world-over are concerned about missiles, earth satellites and new methods of propulsion, we are again at a crossroads—an aerial crossroads where today's major problems are not only directly related to the air atmosphere we breathe, but also to outer space. We need our best men to meet such a challenge.

see WORD page 14

Col. Morrison, who also drew the lower cartoon spots, is Chief, Reserve Affairs, 10AF.



CROSS COUNTRY REPORT

Eagles Down to Stripes

"I've held lower rank in my time," replied A/1c Floyd W. Watson when someone suggested that it was quite a drop from wearing eagles on his shoulders to wearing three stripes on his sleeves.

Airman Watson was Col. Watson until Dec. 31, 1957, when he was forced to retire due to age. However, not having acquired the minimum of 20 years' service for retirement purposes, the 9190th ARGp (Knoxville, Tenn.) reservist decided to reenlist as an airman and continue his active reserve participation. When he retired as a colonel, he was commander of the group. Now Airman Watson, a professional newspaperman, is an information services specialist on the staff of the 9190th and, incidentally, serving under officers he formerly commanded.

★ ★ ★

AF Workshop Inaugurated

The 2625th AResC of Worcester, Mass., has inaugurated an AF workshop composed of some 350 of the city's school teachers. The 12-week program is designed to acquaint the teachers with the various phases of the AF so they will have a working knowledge of planes, missiles and space and also better advise students of their military obligation.

The workshop is under the direction of Mr. Leo Doherty, superintendent of Worcester schools, Lt. Col. Thomas J. McGrath, center commander, and Lt. Col. Myles Costello, executive officer of the 9047th ARGp.

★ ★ ★

ANG Confab at Shaw AFB

Fifty-five Air Guard representatives from all parts of the U.S., attended a 4-day conference at Shaw AFB, S. C., last month, monitored by the 837th Air Division.

Purpose of the conference was to acquaint ANG personnel with the basic fundamentals of photo reconnaissance. Maj. Gen. Daniel W. Jenkins, 9AF's deputy commander, and Brig. Gen. Stephen B. Mack, 837th AD commander, addressed the conferees.

Stressing the importance of reconnaissance to our national defense, Gen. Jenkins said, "The business of reconnaissance has been an indispensable ingredient of warfare since it came into being."

Florida ANG Dedicates New Building

The 125th Ftr Gp (AD) Florida ANG dedicated its new headquarters building at Thomas Cole Imeson Airport, Jacksonville, last month with "the biggest show ever staged" by his group, Lt. Col. Leon A. Moore, cmdr, said.

The show included stunt teams, a parachute jump, formation flying and demonstrations of maximum performance of the F-86 *Sabrejet*. There also were static displays of late model jet aircraft.

★ ★ ★

ECI Activates Steno Course

A new 4-volume course in the administrative career area—Stenographic Specialist, Course 7030, has recently been activated by ECI.

Applicant should be a high school graduate working in the 70 area; possess a minimum clerical aptitude index of 5 on the ACB or AQE; have an AFSC of 70230 or 70250; and must be able to touch-type at 35 words per minute.

The Stenographic Specialist course carries a credit value of 201 study hours and 67 points.

★ ★ ★

Scouts Get Air Power Training

The 2615th AResC, Newark, N. J., is holding a series of orientation type Air Power training classes for Explorer Scouts of Northern New Jersey. Currently, approximately 500 Scouts are receiving such training.

The Air Power course is designed to accomplish a two-fold purpose: to introduce Air Power doctrine and to assist youngsters in completing Explorer Aviation Ratings. Reserve officers and airmen are acting as instructors.



A/1c George Pilkington, Mr. Leroy Brown, and A/1c Joe Peissner (l to r) work with Scouts.

Gen. Wilson Receives Medal

Maj. Gen. Winston P. Wilson, chief of the AF division, National Guard Bureau, was awarded the Legion of Merit for performance of outstanding duty during the period Oct. 1950 to Jan. 1958.

Maj. Gen. Edgar C. Erickson, chief, NGB, presented the medal at ceremonies at the Pentagon.

The citation praised Gen. Wilson for "exceptional meritorious conduct" and for personal qualities which enabled him to make "extremely significant contributions" to the national security.

★ ★ ★

Reserve Roundup

2nd Lts. Emma Vay Basnett and Jacqueline Sue Bramer were sworn into the AF Nurse Corps by Maj. Joe Slattery, cmdr, 9722d ARSg, Springfield, Mo. . . The 9992d ARSg of Meridan, Miss presented station WTOK-TV with a plaque for services and assistance rendered that unit . . . Lt. Col. Richard M. Beil, cmdr, 9628th ARSg, Chicago, Ill. was awarded his third Hour Glass Device to the Armed Forces Reserve Medal, having completed 40 years service. Tufts University Cadet Gp 350 of the AFROTC was host to a subarea conference at which cadet officers from Holy Cross, Brown, Boston U., Lower Tech, U. of New Hampshire and Harvard attended.

Capt. Henry J. Honsa of the 149th ACW Sq, California ANG was awarded command pilot wings . . . Sen. Barry Goldwater of Arizona spent a week on active duty tour as a colonel visiting California bases . . . Paul G. Brown, a Navy veteran of 14 years service, enlisted as an AF reservist with the 2563d AResC, Los Angeles . . . Brig. Gen. Howard H. Maxwell of the Indiana ANG has retired . . . Maj. Gen. Joseph D. Caldara, director of flight safety research, addressed the second annual Flying Safety Conference of the 144th AD Wg, California ANG.

Lt. Col. Joseph J. Weidner has been named commander of the 2679th AResC, Albuquerque, N. M. . . Maj. Joseph L. Sullivan, a reservist assigned to the 2625th AResC, Worcester, Mass. completed the Air Police Provost Marshal course with honors . . . A Certificate of Achievement award from the 1AF was presented to Lt. Col. Mac Kriendler, AFRes, of "21" Brands Inc., New York City . . . The CIBA Pharmaceutical Products, Inc. of Summit, N. J., received Department of Defense Award.

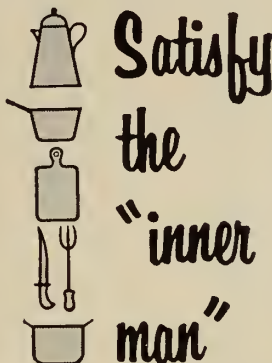


Eating ore (l to r) A/3c W. Kraft, S/Sgt. C. Brushe, A/2c R. Scloroff, and A/2c L. Lesko.

Gen. Donald Strait, cmdr, carves meat for guests.



Food is their forte, they. . .



Look good? A/2c Michael Quinlan tests roast beef.



GLORY be, here is an AF story in which those machines that skip, skirt, and scurry among the cumulus and cirrus clouds are not even mentioned once! Truly, the millennium is at hand!

Herewith instead is a dissertation aimed strictly at the 'inner man'—that cavernous void midway between an airman's head and feet which demands attention at least three times daily, and to the satisfaction of that demand which well can be the difference between a grumbling, lackadaisical, non-productive member of the team and a morale-high, enthusiastic, eager artisan.

All of which is a somewhat involved preamble to stating the fact that the 108th Food Service Sq, member of the New Jersey Air National Guard and based at McGuire AFB near Trenton not only has solved the problem of its wing's caloric intake, but literally has its members pounding on the doors come chow-time.

"No Magic"

"We use no magic," said WOJG Ray Cole, food service supervisor, "nor do we attempt to emulate Escoffier in our menus. What we do is buy the best we can, prepare it the best way we know how, serve it with an eye to the appetite, and work around the clock to make sure we accomplish our mission."

'Twas not always so. Indeed not.

Until late last Autumn, the wing personnel crowded into regular AF mess—pardon—dining halls, to which their cooks were attached for their regular week-end stint. Of course, the meals were adequate but, because of crowded conditions, hard to come by.

Brig. Gen. Donald J. Strait, the wing commander (a man who likes his 'vittles' and likes to see his men get their 'vittles', as we shall see) said something must be done, and quickly.

He called a staff meeting with 1st Lt. Herb Ramo, food service sq commander, and Mr. Cole, whose regular job with the ANG is administrative technician but whose wing assignment is food service supervisor, as the key individuals.

They told the general the answer was to have their own dining halls, their own cooking facilities, their own equipment, and the responsibility of preparing their own menus for their own wing.

"Do it," said Gen. Strait.

That directive was easier said than done, as all members of the 108th food service unit found out. Many were the ingenious methods and means developed to obtain the needed

equipment. The hard-to-come-by-dollar was stretched further than the business end of a sling-shot. But last October, for drill week-end, the wing's own two dining halls (one for officers and first two graders, the other for the lower grades) were cast open.

Skepticism gave way to praise and praise nearly to the point of adulation. Airmen and officers alike (the officers' chow is cooked in the airmen's hall and carted over to the adjacent building by hand) hailed the new regime and brought with them the most precious gift a cook could receive—a hearty appetite. To this writing, those appetites are still whetted, and the praise undimmed.

And, it might be added, the food service squadron has had exactly 100 per cent attendance since that October meeting!

Mr. Cole must be singled out as the one most responsible for this metamorphosis. A WWII mess sergeant, Mr. Cole considers food service an avocation as well as a vocation.

"First thing we did was call all the food service men to a meeting," said Mr. Cole. "We laid down the law. They were going to work and work hard. Maybe a sauce chef is born—but a cook is made."

"We established shifts that started on Friday evening and ran around the clock to Sunday evening. Our dining halls could only accommodate 180 patrons. We had to feed approximately 1500. We laid down the law on hours—50 minutes each for each of the three groups. Given a basic ration amount of 65 cents a head a day, we had to purchase carefully and wisely. You see the result."

Revelation in Orderliness

The result, during a week-end inspection, was a revelation in orderliness. The cooks started Friday night preparing Saturday's dinner and Saturday night for Sunday's dinner. Breakfast and suppers were of the short-order variety and served, to the alert crews and those who remained at the base overnight, on a 'to order' basis. Tasteful, substantial, and 'all you want but eat all you take', the cuisine kept those 'inner men' harmonizing in contentment.

"Good food, well prepared, can do more than any other single item I know to keep up the morale of these men—to keep 'em coming to drill," said Gen. Strait.

The general recently handed Mr. Cole and Lt. Ramo commendations for their efforts.

"We merely pointed the way," stated the recipients, "when the cooks learned they were going to stand or fall on what they produced—they produced."

Guten Appetit!





STUDIES and research activities directed toward a nuclear rocket engine currently are being conducted under AF contract by Rocketdyne, a division of North American Aviation, Inc. The contract is in coordination with previously announced work of the Atomic Energy Commission.

Considered by many scientists as the most promising source of future power to hurl multi-ton vehicles to extreme speeds, nuclear rockets in theory are capable of providing hundred-fold increases over the payloads of today's missiles.

In concept, such engines would use the nearly limitless energy of nuclear fission to convert a working fluid into ultra-high temperature gases, much as heat from conventional sources turns water into steam.

Gases thus created would be free of the relatively heavy products of normal combustion. Their lighter molecular weight would allow them to stream through rocket nozzles at enormous velocities, creating propulsive thrust several times greater than that of current chemical rockets.

Rocketdyne now is producing high thrust, liquid propellant rocket engines for most of the nation's major missiles, including the Atlas, Thor, and Jupiter. A Rocketdyne engine also provided the first stage propulsion for the Army's "Explorer", this country's first successful satellite.

■ UNTAPPED from page 8

Air Force, the reservist and, in turn, the nation. During this era of mounting costs, the reservist must pay his way in value rendered in peace as well as war. The Research & Development program for reservists is definitely a shot in this direction.

ARDC's Science and Warfare Office, under the guidance of Brig. Gen. Marvin C. Demler, deputy commander for Research & Development, has been a prime advocate in the utilization of Air Reservists. The general acknowledges that ARDC has many problems in which reservists can contribute. He recently summed up the aim of the command toward such individuals:

"If we can just get one good workable solution from reservists to one of our problems, this entire Reserve Research & Development program will pay for itself."

Looks as though the general already may have several — and it's barely the beginning. → →

■ WORD from page 11

And today, the reservist who pursues his civilian occupation and still maintains his readiness to defend his country is certainly the cream of our manpower crop.

Industry lists four rules for a good investment. First, a satisfactory rate of return; second, the investment must be secure; third, it must meet the needs of investors; fourth, a reasonable probability for success. On that basis, the Reserve program is sound. It gives a quick return when the chips are down. We might even list a fifth rule—be a wife who believes in the Reserve program. → →

WAF Officer Candidate School Open to Female CAP Cadets

Selected female CAP cadets and high school seniors holding CAP Certificates of Proficiency will be eligible for WAF Officer Candidate School, USAF announced.

Under the new program, designed to assist the AF in the procurement of WAF officers, the selected candidates will be appointed to staff sergeant and retain that grade throughout the 6-month training course at Lackland AFB, Tex.

The first candidates will enter training this Fall, and upon completion will be appointed second lieutenants, AFRes, with a three-year active duty commitment.



A follow-up listing of highly recommended books on air literature. Volumes were issued during 6-month period that the book review column was cancelled due to 8-page magazine.

Into the Silk, by Ian Mackersey (Norton). Story of the Caterpillar Club, with a thrilling batch of tales of emergency leaps; **Best Foot Forward**, by Colin Hodgkinson (Norton). Inspiring autobiography of an RAF flier who lost both legs in a flying accident but continued to fly more than 100 combat missions against the Germans; **Once Round the Sun**, by Ronald Fraser (Macmillan). Story of the International Geophysical Year and what we hope to learn through the coordinated efforts of scientists from 64 world nations; **Nuclear Weapons and Foreign Policy**, by Henry A. Kissinger (Harper). Excellent treatise and a current best-seller concerning how our military strength can support our objectives without risk of all-out war.

Low Level Mission, by Leon Wolff (Doubleday). The grim story of the Ploesti raids during which American bombers knocked out the Rumanian oil refineries; **Wings for Life**, by Ruth Nichols (Lippincott). Famed aviatrix recounts her illustrious career in the air; **Week-end Pilot**, by Frank Smith (Random). Entertaining and amusing account of a Philadelphia lawyer who learned to fly a light plane; **Flying High**, by Franklin Marsh (Public Affairs). Collection of mirthful anecdotes regarding commercial air travel.

Although not in the air literature category, the following books listed are also recommended:

The Memoirs of a Revolutionist, by Dwight Macdonald (Farrar, Straus & Cudahy). Essays in political criticism, replete with human interest. Contains the late Gen. Patton's famed "farewell to troops" address, printed for the first time; **You're Stepping on my Cloak and Dagger**, by Roger Hall (Norton). Hilarious tale of the author's experiences in the O.S.S.; **The Battle of Cassino**, by Fred Majdalany (Houghton Mifflin). Gripping story of the bloody WWII battle.

Pentagraphs

Visiting Other Countries: Reservists of the AF are reminded that paragraph 3c(2), AFR 45-12, Jan. 19, 1956, requires that they report their address in person or by letter to the U. S. Attache in the country which they are visiting or residing for 90 days or more. Inspection reports reveal that some reservists are not complying with this requirement of the regulation. AFR 50-12, paragraph 4b (3) (a) and (b), and paragraph 6, Extension Course Program, Aug. 29, 1957, states the responsibilities of an air attache in the administration of the USAF Extension Course Program for reservists of the AF residing in foreign countries.

☆ ☆ ☆

Armed Forces Day: The ninth annual observance of Armed Forces Day will get under way May 17. Commands and communities have been authorized to schedule their programs during the week preceding May 17 to suit local conditions. Feature displays and demonstrations presented in Washington, D. C. (Andrews AFB), may be moved to other cities for later showings so that they may be available to a maximum number of people. Northrop Aircraft has prepared a series of 24-sheet outdoor advertising posters which may assist Information Services Officers in promoting Armed Forces Day. The posters show either a USAF-Northrop SM-62 Snark intercontinental guided missile; a USAF-Northrop F-89 Scorpion interceptor; or a USAF-Northrop T-38 supersonic jet trainer. Two hundred posters, size 8½ by 19½ ft., are available on request to Mr. Raymond A. Cole, Advertising Department, 1300/65, Northrop Division of Northrop Aircraft, Inc., 1001 East Broadway, Hawthorne, California.

☆ ☆ ☆

NARS Personnel: Hq ConAC has requested ARRC to eliminate the attachment of NARS personnel to ARRC units. ARRC will inform each NARS attached reservist, by individual letter, upon receipt of the individual's AF Form 40a, or at the end of a retirement year whichever occurs first. Attachment for training will not be authorized after the current academic year, June 30, 1958.

☆ ☆ ☆

GI Home Loans: Recently the VA announced that more than 2,300 veterans have been released from liability to the Government on their GI home loans under a 1956 law. This statute provided that veterans selling their GI homes may be released from liability to the Government if the new purchaser meets credit requirements. The new purchaser, who need not be a veteran, must assume all of the veteran's obligations to the Government on the GI loan under the law. Before enactment of the law, a veteran was released from GI home loan liability to the Government only by paying off the loan in full himself or by having the new purchaser do so, or when VA considered it in the Government's best interests to release him.

Recall Program: In view of the recent reduction in the AF officer ceiling, all reserve line officer recalls have been suspended for FY58. At the present time the only reserve officers getting the active duty nod are highly qualified company grade medical officers, legal officers, and a few chaplains, and WAF officers. These officers are primarily called as a result of the direct appointment program. However, reserve officers with aforementioned qualifications are eligible to apply. At this time no recall program has been developed for FY59. However, Pentagon officials are currently in the process of reviewing projected officer strengths to determine if a recall program could be implemented for FY59. The last recall program was in FY57 in which approximately 450 company grade officers, with outstanding qualifications in needed skills, were selected from over 5,000 applicants.

☆ ☆ ☆

GI Insurance: The records of over a million GI insurance policy holders, including those of most servicemen paying premiums by allotment, have been moved to Philadelphia, Pa. The insurance accounts affected by the transfer from Washington, D. C., to the district office in Philadelphia are all USGLI which originated in WWI and II, and WWII or Post-Korean NSLI policies in which premiums are paid by allotment from either active or retired military pay, or by those living in foreign countries. Further correspondence concerning these policies should be addressed to Veterans Administration District Office, P. O. Box 8079, Philadelphia, Pa.

☆ ☆ ☆

Pending Legislation: Rep. William S. Broomfield (R. Mich.) has introduced a bill in Congress which would allow unemployment compensation payments to be made to servicemen discharged after Dec. 31, 1957, including reservists with 90 or more consecutive days of active duty for training. As now written, the legislation would cover reservists and guardsmen of the AF as well as the other services, who enlist under the six-months training program. AFROTC graduates who go on active duty for six months also would be included under the terms of the bill. Payments would be made on the same basis as those made to Korean veterans—\$26 a week for a maximum of 26 weeks.

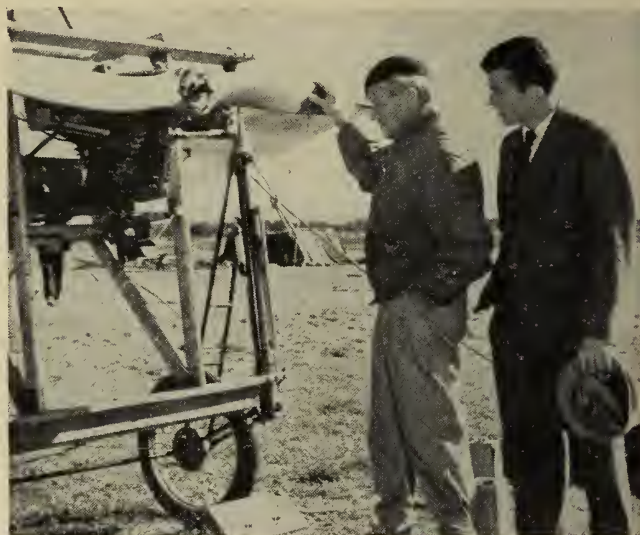
☆ ☆ ☆

AU Course Open to Reservists: The January 1958 issue of *The Air Reservist* published a Pentagraph under the above title relative to spaces available for reservists who desired to attend a course entitled "Air Warfare Systems Orientation Course," conducted by the Air University, Maxwell AFB, Ala. Information from various sources has indicated that prerequisite qualifications for the course should have been furnished. Here they are: in order for a company grade officer to attend this training, grade waivers must be submitted on an individual basis and must be fully justified. Grade waivers will be granted only under exceptional circumstances. Attendance is normally limited to officers of field grade and above, and selected key civilians not below the grade of GS-11. Only personnel whose duties require knowledge of the subject matter of this course will be selected to attend. Clearance for top secret materials must be accomplished in accordance with AFR 205-6. In selecting students to attend this course consideration should be given to the fact that essentially the same instruction contained in the course mentioned above is also presented in the Squadron Officer School, Command and Staff School, and the Air War College.

pictures of the month



No longer is the 9908th ARSg in Albany, Ga., hard to find. The unit, under the direction of Lt. Col. John N. Hudgens (l) built this sign from a jet fuel tank from Turner AFB and labor from the members themselves. S/Sgt. Glenn H. McGee, liaison NCO, inspects the sign with Col. Hudgens.



This is William Wellman (l) and his son, William Jr., inspecting a WWI Bleriot. The elder Wellman, who flew with the famed Lafayette Escadrille, is now producing and directing a picture based on that unit. What's his son doing there? Well, you guessed it—he plays the part of his father.



Reservists of the 514th Trp Corr Wg (R) at Mitchel AFB, Long Island, soon will be flying C-119's to Fairbanks, Alaska, as part of their training missions. Above shows a map of the route. Inserts are Cal. F. G. Huish, unit training officer for CanAC and Lt. Col. Robert Drum (top), 2233d ARFC, parent unit of the wing, who recently completed a survey flight along the markings shown.



Brand new "star-man" for the Texas ANG here is Brig. Gen. Holt Atherton serving with the Lone Star state as deputy chief of staff for Air. He is a command pilot with nearly 6,500 air hours.

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THE AIR *Reservist*

MAY 1958

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**"THE AIR RESERVE —
BACKUP TO THE
REGULAR AIR FORCE."
BY GEN. THOMAS D. WHITE
...PAGE 3**

THE AIR *Reservist*

VOL. X — NO. 5

MAY 1958

AIR FORCE RESERVE • AIR NATIONAL GUARD
AIR FORCE ROTC • CIVIL AIR PATROL
EXPLORERS, BSA

Lt. Gen. William E. Hall
Commander, Continental Air Command

Col. Blake C. Miller
Chief, Office of Info. Svs., ConAC

EDITOR
Lt. Col. Franklin Hibel

ASSOCIATE EDITOR
Fred E. Giachino

STAFF WRITERS
T/Sgt. Earl C. Nelson, Albert W. Febrey

The Air Reservist is an official publication of the Directorate of Internal Information, Office of Information Services, Continental Air Command, approved by the Secretary of the Air Force as the medium for the AF Reserve, the Air National Guard, AF ROTC, Civil Air Patrol, and the Explorers, BSA.

Editorial Office: Room 834 Old Post
Office Bldg., Washington 25, D.C.

If you know any member of the AF Reserve not on active duty, who is not receiving this magazine, advise him to report that fact, including his full name, rank, service number, plus old and new home addresses to "The AIR RESERVIST," Air Reserve Records Center, 3800 York Street, Denver 5, Colorado.

Air Guardsmen not on active duty receive copies of this magazine through their unit of assignment.

Material contained in the AIR RESERVIST is indexed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by the Secretary of the Air Force and the Director of the Bureau of the Budget 15 July 1955.

COVER: A composite of Reserve activities which are featured in this issue.

ROA Conference Convenes In Atlantic City June 24

The Reserve Officers Association's 32d national conference will be held this year from June 24th through June 28th at Atlantic City, N. J. Advance reservations indicate this will be the organization's largest and "most outstanding" in its history.

ConAC Hq also announced it will hold its Commander's Conference concurrently.

Included in the highlights of the five-day conference will be keynote addresses by Col. Bryce Harlow, USAR, assistant to President Eisenhower; Brig. Gen. Felix L. Vidal, deputy assistant C/S for Reserve Forces; and Capt. James E. VanZandt, USNR, member of Congress

see ROA page 9

command news

DAEDALIAN TROPHY AWARDED TO CONAC

The coveted annual Daedalian Trophy, symbolic of the AF's top flying safety award, has been received by ConAC for the first time.

Awarded for the most effective aircraft accident prevention program of all major AF commands which flew more than 100,000 hours in 1957, the presentation looms even more impressively when it is realized that ConAC's Air Reserve flying personnel complemented the command's active duty pilots. Part-time pilots and crews, therefore, aided immeasurably in bringing the Daedalian Trophy—established in 1937—to ConAC.

Significant, too, is that fact that ConAC was in a constant state of transition from old to newer type aircraft during 1957, making flying safety more difficult as pilots learned to operate the new planes.

Lt. Gen. William E. Hall, ConAC commander, was presented the large silver cup by Lt. Elmer J. Rogers, AF inspector general (representing Gen. Thomas D. White, AF C/S), in ceremonies at Kelly AFB, Tex., Apr. 12.

GEN. HALL AT ANNUAL ARNOLD AIR SOCIETY

Speaking before the Arnold Air Society's ninth annual conclave in San Francisco, Calif., last month, Gen. Hall urged several hundred cadets

to prepare themselves for the age of astronautics so they may help this nation's efforts to gain peaceful control of space for the free nations of the world.

"Those who aspire to leadership in the Air Force of the astronautic age," Gen. Hall told the AFROTC honor society cadets, "should begin now through self study to acquire the necessary basic foundation."

ConAC's commander told the cadets that as America enters the space age the AF will become the primary element of the nation's military structure.

"I cannot think of any more rewarding, proud and vital occupation than for you to serve your country, your families and yourselves as Air Force career officers in the most critical period of our history," Gen. Hall stated.

RESCUE COORDINATION CENTER UNDER 14AF

With 1AF phasing out, next month, its Search & Rescue Coordination Center has been redesignated the Mitchel Base Coordination Center and will be

under operational control of the 14AF.

The change was made effective early last month as ConAC reorganized its search and rescue operations in the New England and Middle Atlantic states.

USAF assigned ConAC as Federal Coordinator of all search and rescue activities within the country's inland regions in Sept. 1956. The SAR Plan—functioning around-the-clock—coordinates all military and civilian search and rescue facilities in cooperation with State and local governments into a single government agency thereby eliminating duplication of rescue activities.

The new Mitchel Rescue Center, staffed by 14AF personnel on a 24-hour basis will move next September to a specially designed and equipped room adjoining ConAC's Operations Coordination Center.

OUTSTANDING AWARD TO TEST SQUADRON

The 2200th Test Sq., formerly under ConAC (assigned to ARDC, last Jan. 1 and redesignated the Airman Proficiency Test Branch at Lackland

AFB, Tex.), recently received a USAF Outstanding Unit Award.

According to the citation, the 2200th "distinguished itself by contributing significantly to the effectiveness of the U.S. Air Force above and beyond its presumed potential in strength and facilities."

The award covered the period from the unit's establishment in Apr. 1953 to its transfer to ARDC. The 2200th had responsibility for development and revision of Airman Proficiency Tests, AF Job Knowledge Tests, the monitoring of AF-wide administration of such tests, and the preparation of Study Reference Lists.

Testing methods and procedures utilized by the 2200th have been adopted by the Army and Navy. The squadron also rendered training and assistance in planning and establishing proficiency testing programs for foreign air forces—notably the Royal Canadian, Royal Australian, French, Philippine, and Republic of Korea air forces and the Japanese Self-Defense Force.



The Air Reserve- Backup to the Regular Air Force

*by Gen. Thomas D. White
(Chief of Staff, USAF)*

FIFTY-ONE years ago, the War Department established within the Signal Corps an Aeronautical Section with an authorized strength of one officer and two enlisted men. Such was the humble beginning of today's United States Air Force which, positioned as it is in all parts of the free world, has become one of the principal guardians of the democratic way of life.

The road to this position of preeminence has not been an easy one. The years since V-J Day, particularly, have witnessed the development of the Air Force at a pace often difficult to comprehend. But rapid technological advances and their application to weapons and the means to deliver these weapons have made the United States Air Force one of the most powerful military forces the world has ever known.

Must Stay Ahead

In order to discharge its responsibilities as a guardian of the democratic way of life, the Air Force must constantly assess its strength in relation to the best available estimates of the threat which faces our security. In recent years, it has become increasingly evident that the leaders of the Soviet Union are exerting great effort to surpass the United States with their air power. Although Soviet air power has not yet overtaken ours, the Soviets have been rapidly narrowing the gap. Our goal must be to stay ahead.

The United States government is dedicated to a policy of peace through strength; a policy of deterring war by being so well prepared for war that an aggressor could not gain by resorting to hostile action. To be effective, this strength must always be clear and convincing. The Air Force is the primary means of striking swiftly at the heart of the enemy in retaliation to attack. The effectiveness with which the Air Force supports our government's policy of de-

terrence is, therefore, heightened by immediate readiness to perform essential combat and support tasks on D-Day.

Strong and ready Air Reserve components are a considerable part of the strength that the Air Force poses against the threat of the Soviet Union's expanding air power. The mission of the Air Reserve clearly sets forth objectives designed to provide the backup that the active establishment needs. First, the Air Reserve is to organize, man, equip and train assigned units to a state of combat readiness—capable and ready for assigned tasks on D-Day. Second, the Air Reserve is to recruit and train individuals to augment active force units on D-day and later.

Reserve units and individuals are now trained for functions that they would assume in a war emergency. In line with this policy, the Air National Guard is to be composed primarily of interceptor fighters and AC&W units integrated into the Air Defense system. The Air Force Reserve will be concerned primarily with providing an airlift capability which can be used in support of airlift requirements for all the services. The Individual Training program is aimed at keeping personnel qualified for immediate active duty, when necessary.

The total program for both components is ambitious, involving as it does a requirement for more than 300,000 officers and airmen, approximately half of whom are receiving pay for participating in training. Including such items as pay, construction, and operating funds, the annual outlay for support of our reserve components is in the neighborhood of a half billion dollars.

In direct support of the reserve components, are more than 17,000 personnel assigned to the Continental Air Command. In addition, the Tactical Air Command and the Air Defense Command assist ConAC in the preparation of training

directives and in the supervision of training. The Air University and the Air Training Command also assist by providing formal training courses for individuals. At the Air Staff level, there exists an Air National Guard and Air Force Reserve policy committee which advises the staff on plans, policies and programs concerning the Reserve Components. The Reserve Components represent a big and important business—one which is supported fully by the United States Air Force.

Immediate Support

This support is necessary because of the very nature of modern warfare. In war the need for the Reserve Components will be immediate. In this jet-atomic age and in the forthcoming space age there no longer is—nor will be—time to mobilize our forces in the traditional manner. Hence, our concern with supporting the Reserve Components to insure they will be immediately available to the Air Force. Anything less, would relegate the plans and programs for the Reserve Components to mere exercises. Modern weapon systems make this a luxury our nation cannot afford.

Today, the Air Force is at the doorstep to the space era. In addition to many changes in equipment and weapons, we foresee many changes in training requirements and force structures. Some of these changes are already upon us. The Strategic Air Command, for example, is getting into the strategic missile business as an augmentation to its manned bomber force. The Air Defense Command will soon receive long range surface-to-air interceptor missiles to augment its manned interceptors. The tactical forces already have surface-to-surface air breathing missiles deployed overseas. The character of the Air Force is changing in pace with the change in technology.

see AIR RESERVE page 4

■ AIR RESERVE from page 3

Effective performance of our assigned missions has always been the yardstick against which the progress of the Air Force has been measured. This will continue to be true. That is why we feel that we will have a combination of piloted and unpiloted systems. Forces composed of both piloted and unpiloted vehicles will provide us with greater flexibility and selectivity. With such forces, the Air Force will be able to employ the systems independently or in conjunction with each other, but in all cases for one purpose—to do the job the best possible way.

Because of the changing technology, the changing threat, the changing weapons and the changing training requirements, it will also be necessary to constantly assess the Air Reserve program. One factor which will always be uppermost in our minds is the necessity to gear the Air Reserve task areas and structures so that they are aligned realistically with the needs of the Air Force as established in current war plans. Our overall objective must continue to be instant readiness.

I am convinced that the strength of the Air Force has benefited by the position of readiness that the Air Reserve components are now assuming. In the future, I feel sure that there will continue to be realistic and productive tasks to be performed by the Reserve Components. I feel confident that these requirements will be met with the same spirit that has distinguished the work of members of the Air Reserve Forces in the past.

\$16 Million Programmed For Reserve Construction

Continental Air Command has been allotted approximately \$16 million for the construction of new Reserve facilities at designated Air Force bases throughout the country.

In the main, these funds will be directed toward the construction of hangars, aprons, utilities, taxiways and roads. The purpose is to increase administrative and operations space and equipment essential to the support of Reserve flying wings.

The biggest expenditure has been programmed for Tinker AFB, Okla., where \$1,407,600 have been released for the construction of hangar and maintenance space, including a central heating plant to serve the hangar.

Other bases currently affected by the multi-million dollar project include Hill

see CONSTRUCTION page 9

Enlistment Policy Deadline is June 30 For Maximum Age Officers Under ROPA

Senior (age) officers are reminded again that they now have less than two months to enlist in the AFRes, if they have been discharged because of reaching the maximum age under ROPA.

As stated in last month's article in *The Air Reservist* (it is being repeated because of its importance to concerned officers), individuals authorized to enlist under this AF policy must effect enlistment on or before June 30 in order to qualify for reserve retirement pay under Section 1331, Title 10, U.S. Code. This section states that an individual must be over age 60 years and have accrued at least 20 years of satisfactory Federal service in order to qualify for retirement pay in the highest grade held.

All enlistments must be to fill a Ready Reserve position in an AFRes unit, or an individual mobilization position. The individual must meet all of the other requirements for enlistment contained in AFR 45-47, except those pertaining to maximum age.

In view of the established expiration date of this enlistment policy, the AF is permitting reserve officers to avail themselves of this opportunity—if their only means of qualifying for retired pay is by enlisting under this policy.

These officers may be enlisted by any AF activity authorized to effect enlistment under the provisions of AFR 45-47. The limitations of a 90-day break in service (contained in Par 11a(3), AFR 45-45) is also waived to accomplish enlistment of officers formerly separated because of age.

The unit preparing the Airman's Military Record, AF Form 7, will forward a letter to ARRC giving the individual's full name, AF officer's service number, commissioned officer grade at time of enlistment, and date enlistment in the AFRes was accomplished. ARRC will then effect the discharge of the individual from his reserve officer status in accordance with paragraph 13a, AFR 45-41.

When the individual accrues sufficient satisfactory Federal service to qualify for reserve retirement pay after reaching age 60 in the highest grade held, he may be then reappointed and placed on the Reserve Retired list in that officer grade.

For the benefit of those not familiar with the ages under which officers are eliminated (as contained in AFR 45-41), these ages are listed below. Under ROPA,

these officers must be either discharged or placed on the Reserve Retired List on the last day of the month in which they reach these ages:

All Male Commissioned Officers:

Major Generals Age 62 years

Brig. Generals & below Age 60 years

WAF Officers: Age 60 years

Nurses and Women's Medical Specialists will be discharged or placed on the Reserve Retired List 30 days after the last day of the month in which they reach the age of 55 years, if a major or above; or 50 years if a captain or below (effective July 1, 1960). Until that date, there is no maximum age for nurses and Women's Medical Specialists.

Reserve warrant officers are discharged or placed on the Reserve Retired List 60 days after attaining age 62, if a male; or age 55, if a female. However, the SecAF may defer action if the individual had reserve W/O status on Nov. 1, 1954, and has not accrued 20 years of satisfactory Federal service but could accrue that service not later than the date he or she attains age 64 or 60, respectively.

Par 9 of Hq USAF message, AFPMF 118857, 12 February 1958, sent to all major commands, makes reference to this article. That paragraph of the message and AFR 45-47 will be cited as authority for enlistments accomplished under this policy on or before June 30.

Individuals who still hold status as AFRes officers may be enlisted under this policy if they cannot qualify for retirement pay by the time they reach the maximum ages for their grades which are listed above. In addition, there is no maximum age for enlistment under this policy. However, strict adherence will be made after June 30, 1958, to the age criteria contained in AFR 45-47.

Magazine Moves to Mitchel

After nine continuous years in Washington, D. C. (since the initial issue of June 1949), the editorial office of *The Air Reservist* moves to Mitchel AFB, June 16.

Copy and correspondence after that date should be addressed to:

The AIR RESERVIST
Office of Information Services
Hq Continental Air Command
Mitchel AFB, N. Y.



Utah Air Guardsmen

Hit the Target

on COMMUNITY RELATIONS

AIR RESERVE and Air National Guard units will find few public service projects more successful than the National Rifle Association's Hunter Safety Course.

Just ask a unit which knows: The 151st Fighter Group, Utah ANG, at Salt Lake City, for example.

Needing a program to demonstrate to the public the unit's civic as well as military service, the 151st assumed sponsorship of a gun safety program. Its objectives were simple: to aid in publicizing the unit's air defense mission, and, foremost, to teach youngsters

supplemented by additional instruction in such subjects as hand-loading of ammunition and marksmanship. In addition, the instructors, all certified NRA Hunter Safety Instructors, give assistance to groups desiring to form their own rifle clubs or construct their own outdoor or indoor small-bore practice ranges. The Guardsmen instructors also are giving lectures and demonstrations on types of weapons and safety practices to school groups during assemblies.

The program's classroom instruction consists of demonstrations and visual aid lectures on the construc-



Left: students fire under ANG instructor's supervision. Center: Boy Scouts observe expert's technique in hand-loading ammunition.



Right: student is asked to demonstrate how to cross a fence properly while hunting. Is he handling the situation correctly or not?

safe gun handling, gun courtesy and hunter sportsmanship. Further, the project could well be the means of saving a life or two in a state where hunting with rifle and small arms abound.

The enthusiastic response by young and old alike and by various civic, church, scout and school groups has caused the directors of the program, Capt. Albert Moulder, Jr., and T/Sgt. Robert D. Robertson, to recruit additional instructors from the 151st to handle the demand for additional classes. The classes have been scheduled well into the summer months with inquiries already being received for classes just prior to Utah's deer and pheasant hunts.

Initiated last December, in cooperation with the National Rifle Ass'n and the State Department of Fish and Game, gun safety currently is being taught to approximately 400 youngsters, mostly Scouts and Explorers who earn a merit badge after completion of the course.

The course consists of four 2-hour classes and is

tion and function of different types of pistols, rifles and shotguns. Rules of gun safety are stressed throughout the course and news clippings of gun accidents are reviewed to illustrate why and how gun accidents in the home and in the field occur. Also, a simple explanation of ballistics, instructions in the care, cleaning and storing of guns, sight pictures and how to sight in a rifle are all subjects covered in the classroom.

Each student successfully completing the Hunter Safety Course is presented a Utah ANG training diploma in addition to the NRA Safe Hunter certification card. These presentations are given during a scheduled drill period of the 151st.

The program provides an excellent medium for strengthening military-community relations and serves as a means to publicize ANG and AFRes missions through a public service. Obviously, sponsors of gun safety courses will receive enthusiastic support of parents, church, school and civic leaders.



COMING EVENTS

MAY

Airport Operators Council, annual meeting, San Juan, P.R., May 12-16.
9th Armed Forces Day, May 17.
Air Mail Pioneers Anniversary Ball, Beverly Hills, Calif., May 16.
Society of Aeronautical Weight Engineers, New York, N. Y., May 19-22.
ConAC's Annual Navigation Meet, Miami International Airport, Fla., May 17-24.
National Fire Protection Assn, annual aviation fire safety seminar, Chicago, Ill., May 19-23.
Aircraft Industries Assn, Williamsburg, Va., May 21-23.
Aviation Writers Assn, annual convention, Houston, Tex., May 25-31.

JUNE

Rotary International, Dallas, Tex., June 1-5.
National Industrial Advertisers Assn, St. Louis, Mo., June 3-6.
Armed Forces Communications & Electronics Assn, Washington, D. C., June 4-6.
International Automation Exposition & Congress, New York, N. Y., June 9-13.
Air Mail Pioneers Anniversary Ball, Beverly Hills, Calif., June 14.
Military Electronics Show, New York, N. Y., June 8-13.
American Rocket Society, Los Angeles, Calif., June 8-11.
National Convention on Military Electronics, Washington, D. C., June 16-18.
Aviation Distributors & Manufacturers Assn meeting, Bretton Woods, N. H., June 25-27.
ROA Annual Convention, Atlantic City, N. J., June 25-28.
Kiwanis International, Chicago, Ill., June 29-July 3.

JULY

12th Annual All-Women Transcontinental Air Race (1958 "Powder Puff" Derby), July 4: takeoff from Montgomery Field, San Diego, Calif. July 8: Finnish at Municipal Airport, Charleston, S. C.

Here We Go Again!

A letter to *The Air Reservist*:

"With reference to the 'Cross Country Report' section in the March, 1958 issue of your magazine, congratulations to the 124th Ftr Gp (AD) of the Idaho ANG on their fine accomplishment of 4116 hours logged in F-89B aircraft during the calendar year 1957. But this is no record in the category of all-weather interceptors.

"During calendar year 1957, the 114th Ftr. Gp (AD) of the South Dakota ANG logged a total of 4650 hours flying time in F-94C aircraft."

William N. Hink
S/Sgt, Operations Clerk



"ambassadors with wings"

WORLD premiere of "Ambassadors with Wings", a documentary film of the 1957 International Air Cadet Exchange Program, held last month in Washington, D. C., was attended by cabinet members, senators and high ranking personnel of the military and diplomatic corps. The picture is narrated by Col. James Stewart, AFRes, film star and WWII wing commander.

Prints of the 27-minute film, made by the Ex-Cell-O Corp., are being made available to all 16 nations participating in the Exchange for showings on television and before civic, service and social groups.

Air Cadets on Tour

Commemorating the 10th anniversary of the IACE, the film follows air cadets from this country while they visit all other participating countries, and, indeed, our own "foreign land", to some 145 young air cadets from Europe who toured the U. S.

Beginning with a dramatic shot of the "Mayflower" on the high seas, the film traces the events which lead to the conquest of space and time, from a shot of the Wright brothers flying the world's first airplane, through the "Spirit of St. Louis" takeoff from Roosevelt Field, to the cadets boarding a modern MATS plane.

The cameras visit countries from Sweden to Israel, from Spain to Turkey. The picture ends with a stirring account of a visit to the United Nations by the departing foreign cadets. In all, it is a story of the free world's finest young men on a mission of brotherhood.

Who are the "air cadets" of this motion picture? In the U.S. they are some of the more than 36,000 teen-

age members of the Civil Air Patrol, the civilian right arm of the USAF. Cadets from other countries are from similar organizations.

CAP got its start shortly after Pearl Harbor and its members flew countless thousands of anti-submarine patrols off our coasts. Today, CAP senior members fly 77 per cent of all continental search and rescue missions.

CAP's cadet program today is active in 1,200 squadrons from Alaska to Puerto Rico, from Honolulu to Boston.

Each year, "the cream of the cream", about 145 honor cadets in all, exchange places with a like number from Europe and the Near East. For one month, the exchange goes on simultaneously, each cadet visiting another country, learning and building understanding for a peaceful world.

Maj. Gen. Lucas Beau, USAF-Ret., was the founder of IACE. Current commander of CAP is Maj. Gen. Walter Agee.

The film's theme is world peace through brotherhood and a most effective and stimulating documentary it is.



Chancellor Konrad Adenauer of Germany here greets an unidentified cadet at Bonn.



Roundup of ConAC's
annual

TROOP CARRIER RODEO

DESPISE a protracted spell of perverse weather which came close to aborting the ConAC Troop Carrier Wing Rodeo at Bakalar AFB, Fla., March 8-11, the event demonstrated the sincerity of the participating reservists and the effectiveness of their training. Lt. Col. William H. Parrott, Bakalar operations & training chief and Project officer for the TCW "world series", pointed out that such a combination of low ceilings, sleet, rain, snow and high winds had not occurred in the area in 20 years of recorded weather history.

The Reserve crews, in their C-119 airchild *Flying Boxcars*, were able to effect only one approach each to the drop zone, and this served ultimately as the basis for awards.

Reserve crews from 30 states arrived at Bakalar on Saturday, March 8. After a briefing in the base theater that evening, most of the weekend warriors retired early to be ready for Sunday's onslaught on the DZ. This was scheduled for 0900.

But on Sunday, snow, sleet, rain and a low-minimum ceiling persisted until almost noon. The first aircraft cleared for take-off at 1 pm.

Plane after plane took off to fly over the empty barracks of Camp Atterbury, 20 miles to the northeast, where citizen soldiers of WWII had been molded into fanfantrymen of the crack 83d Division.

Here lay the drop zone, three concentric circles of 100 yards each, with the outermost rim 300 yards from the center, situated in a sodden 200-acre field.

One by one, the twin-boomed "Dollar 9's" approached the target area, on the ARP (Computed Air Release) system, held to speed and course by pilots who were virtual automatons in their greenhouses for this event, their only guidance

—the sum, quotient and product of hurried navigators' computations.

Below were the umpires to observe the landing of the parapacks and their distance from the center of the circle. In each plane rode another umpire to guard for orthodoxy in the aerial procedure. There would be no "eye-balling" this day.

Presiding over all of the umpires was Col. Richard Arnold, Jr., the 314th TCW's deputy for operations at Stewart AFB, Tenn., who surveyed the operation from a 60-foot tower atop a hill overlooking the drop site. He occupied the same spot in last year's Rodeo when he also served as chief umpire.

After completing their drops, crews flew back to Bakalar, eager to learn their scores, some aware that mistakes had been made but buoyed by hopes that the next day would give them a new opportunity. They reckoned without regard for the Indiana weather.

At last came the scores.

In first place was the 435th TCW, Miami International Airport. The suntanned Floridians, commanded by Lt. Col. Robert C. Hutton, had compiled only 236 penalty points on their

single drop.

In second place was the 442d TCW from Richards-Gebaur AFB, Grandview, Mo., led by Col. C. D. Daily, with 307 penalty points.

In third, with 369 points, was the 440th TCW, Gen. Billy Mitchell Field, Wisconsin.

Then, down the line: in fourth place, 459th TCW, Andrews AFB, Washington, D.C., 388 points; fifth, 434th TCW, Bakalar AFB, 389 points; sixth,

see RODEO page 8



Capt. Laurin L. Wilson (l) and William J. Marrissey take weather check.



Off to chaw are these airmen of the 440th TCW. They are, l to r, S/Sgts. Daug Maare, M. Jernagan, Lean Cassidy and T/Sgt. Ralph O. Baakward.

AFRes Summer Encampments

Reserve Unit	Home Station	Training Sites	Training Dates
FOURTH AIR FORCE			
394th T-C Wg	Hamilton AFB, Calif.	Boise, Idaho	30 Aug-13 Sept
452d T-C Wg	Long Beach, Calif.	Boise, Idaho	5-19 July
302d Air Rescue Sq	Williams AFB, Ariz.	Hamilton AFB, Calif.	10-24 Aug
303d Air Rescue Sq	Long Beach, Calif.	Hamilton AFB, Calif.	10-24 Aug
304th Air Rescue Sq	Portland, Oregon	Portland, Oregon	13-27 July
17th Aerial Port Sq	Paine AFB, Wash.	Ardmore, Okla.	13-27 July
12th AACCS (Mobile)	Mather AFB, Calif.	Mather AFB, Calif.	26 July-9 Aug
Det #2, 12th AACCS (M)	G. Wright AFB, Wash.	Mather AFB, Calif.	16-30 Aug
Det #3, 12th AACCS (M)	Travis AFB, Calif.	Mather AFB, Calif.	16-30 Aug
Det #4, 12th AACCS (M)	Castle AFB, Calif.	Mather AFB, Calif.	26 July-9 Aug
Det #5, 12th AACCS (M)	Hill AFB, Utah	Mather AFB, Calif.	16-30 Aug
Det #6, 12th AACCS (M)	Norton AFB, Calif.	Mather AFB, Calif.	26 July-9 Aug
Det #7, 12th AACCS (M)	Hamilton AFB, Calif.	Mather AFB, Calif.	26 July-9 Aug
Det #1, 11th AACCS Sq (E&I)	Hamilton AFB, Calif.	Hamilton AFB, Calif.	13-27 July
8465th Air Term Sq	Tacoma, Wash.	McChord AFB, Wash.	13-27 July
8466th Air Term Sq	Alameda, Calif.	Travis AFB, Calif.	10-24 Aug
8467th Air Term Sq	Boise, Idaho	Travis AFB, Calif.	10-24 Aug
616th USAF Hospital	Long Beach, Calif.	Parks AFB, Calif.	10-24 Aug
631st USAF Hospital	San Francisco, Calif.	Parks AFB, Calif.	20 July-3 Aug
TENTH AIR FORCE			
434d T-C Wg	Bakalar AFB, Ind.	Bakalar AFB, Ind.	16-30 Aug
433d T-C Wg	Brooks AFB, Tex.	Ellington AFB, Tex.	17-31 Aug
446th T-C Wg	Ellington AFB, Tex.	Ellington AFB, Tex.	6-20 July
440th T-C Wg	Gen. Mitchell Fld, Wis.	Bakalar AFB, Ind.	19 July-2 Aug
442d T-C Wg	Rich.-Gebaur AFB, Mo.	Memphis, Tenn.	12-26 July
403d T-C Wg	Selfridge AFB, Mich.	Bakalar AFB, Ind.	2-16 Aug
16th Aerial Port Sq	Bakalar AFB, Ind.	Bakalar AFB, Ind.	16-30 Aug
11th AACCS (Mobile)	Scott AFB, Ill.	Scott AFB, Ill.	20 July-3 Aug
Det #3, 11th AACCS Sq (M)	Selfridge AFB, Mich.	Selfridge AFB, Mich.	20 July-3 Aug
Det #4, 11th AACCS Sq (M)	McConnell AFB, Kan.	McConnell AFB, Kan.	20 July-3 Aug
Det #5, 11th AACCS Sq (M)	Offutt AFB, Neb.	Offutt AFB, Neb.	20 July-3 Aug
11th AACCS (Mobile)	Tinker AFB, Okla.	Rich.-Gebaur AFB, Mo.	15-30 June
Det #1, 13th AACCS (M)	Bergstrom AFB, Tex.	Bergstrom AFB, Tex.	31 July-14 Aug
Det #2, 13th AACCS (M)	Connally AFB, Tex.	Connally AFB, Tex.	1-15 June
Det #4, 13th AACCS (M)	Kelly AFB, Tex.	Kelly AFB, Tex.	6-20 July
11th AACCS (E&I)	Tinker AFB, Okla.	Tinker AFB, Okla.	8-22 June
8473d Air Term Sq	Chicago, Ill.	Dover, Del.	17-31 May
8474th Air Term Sq	Chicago, Ill.	Dover, Del.	17-31 May
622d USAF Hospital	Fort Worth, Tex.	Carswell AFB, Tex.	9-23 June
625th USAF Hospital	Indianapolis, Ind.	Lackland AFB, Tex.	4-18 Aug
637th USAF Hospital	New Orleans, La.	Keesler AFB, Miss.	15-29 June
640th USAF Hospital	Chicago, Ill.	Lackland AFB, Tex.	6-20 July
FOURTEENTH AIR FORCE			
459th T-C Wg	Andrews AFB, Md.	Grenier AFB, N.H.	2-16 Aug
302d T-C Wg	Clinton Co. AFB, Ohio	Clinton Co. AFB, Ohio	15-29 Aug
445th T-C Wg	Dobbins AFB, Ga.	Ellington AFB, Tex.	27 July-10 Aug
94th T-C Wg	Hanscom AFB, Mass.	Grenier AFB, N.H.	17-31 Aug
435th T-C Wg	Miami, Fla.	Memphis, Tenn.	8-22 June
512th T-C Wg	Willow Gr. NAS, Pa.	Grenier AFB, N.H.	6-20 July
514th T-C Wg	Mitchel AFB, N.Y.	Sewart AFB, Tenn.	17-31 Jan 59
301st Air Rescue Sq	Miami, Fla.	Miami, Fla.	10-24 Aug
11th Aerial Port Sq	Mitchel AFB, N.Y.	Pope AFB, N.C.	16-30 Aug
14th Aerial Port Sq	Sewart AFB, Tenn.	Memphis, Tenn.	12-26 July
15th Aerial Port Sq	Donaldson AFB, S.C.	Memphis, Tenn.	8-22 June
18th Aerial Port Sq	Pope AFB, N.C.	Bakalar AFB, Ind.	19 July-2 Aug
Det #3, 13th AACCS (M)	Hunter AFB, Ga.	Hunter AFB, Ga.	13-27 July
Det #5, 13th AACCS (M)	Brookley AFB, Ala.	Brookley AFB, Ala.	1-15 June
Det #6, 13th AACCS (M)	McDill AFB, Fla.	McDill AFB, Fla.	13-27 July
Det #2, 11th AACCS (E&I)	Mitchel AFB, N.Y.	Mitchel AFB, N.Y.	19 July-2 Aug
Det #3, 11th AACCS (E&I)	Robins AFB, Ga.	Robins AFB, Ga.	8-22 June
8455th Air Term Sq	Worcester, Mass.	Dover, Del. (by sec.)	1 Feb-31 Dec
8456th Air Term Sq	Worcester, Mass.	McGuire AFB, N.J.	1 Feb-31 Dec
8457th Air Term Sq	Wilkes-Barre, Pa.	McGuire AFB, N.J.	22 Feb-8 Mar; 2-16 Aug
8458th Air Term Sq	Yorkville, N.Y.	McGuire AFB, N.J.	6-20 Sept
8459th Air Term Sq	Newark, N.J.	McGuire AFB, N.J.	16-30 Aug
8478th Air Term Sq	Miami, Fla.	Charleston, S.C.	1-15 July
8479th Air Term Sq	Charlotte, N.C.	Charleston, S.C.	16-30 July
8480th Air Term Sq	Mobile, Ala.	Charleston, S.C.	1-15 Aug

■ see AFRes ENCAMPMENTS page 9

■ RODEO from page 7

302d TCW, Clinton County AFB, Wilmington Ohio (defending titlist), 417 points; and seventh, 514th TCW Mitchel AFB, N.Y., 537 points.

First place scoring for individual crews went to the crew of Captain Timms, Michigan City, Ind., of Bakalar's 434th TCW. Navigating for Capt. Timms was Capt. Donald Muirhead of Indianapolis.

In second place was Capt. Harry B. Smith's crew from Richards-Gebaur AFB's 442d TCW with 64 points.

Col. Robert C. Hutton, commander of the winning 435th TCW, piloted his crew into third place with 65 points.

Col. Junius W. Dennison, Bakalar commander (and exercise commander), though sure that the weather conditions would not have prevented a mission in time of war, felt the danger to lives of crewmen should not be risked for Rodeo missions.

Assembled in the base theater, the frustrated crews heard Lt. Gen. William E. Hall congratulate them on their efforts in spite of the Hoosier weather conditions. The ConAC commander then presented the first place rotating trophy to Lt. Col. Robert C. Hutton, commander of the Florida unit.

Maj. Gen. Robert E. L. Eaton, 10AF commander and host for the meet, presented the permanent trophies for first, second and third places to the unit commanders.

Though marred by bad weather, the second ConAC Troop Carrier Wing Rodeo was a tribute to the Air Force Reservists in the ConAC Troop Carrier units.

AF Spurs Recommendations For DOD Reserve Awards

In an effort to stimulate DOD Reserve Awards recommendations, ConAC and the Office of the Asst C/S for Reserve Forces, USAF, are currently promoting the program vigorously.

Since less than 100 Awards have been made to organizations notably cooperative with the Air Reserve Forces, Lt. Gen. William E. Hall, ConAC commander voiced concern over the lagging program. Letters have gone out to commands to lend strong support in recognizing those organizations which have shown outstanding cooperation to the AFRes.

The time lag between the recommendation and subsequent approval has been cut considerably with USAF's Reserve Forces office personally monitoring the recommendations.

■ ROA from page 2

and House Armed Services Committee. Two other important talks will be given by Dr. George Valley, chief of scientific research, USAF, speaking on "Scientific Impacts on National Security", and Dr. Walter Judd, member of Congress, with the topic, "The Battle for the Mass Mind".

Guest speaker at the Past President's luncheon will be Col. Harry S. Truman, USAR, former President of the U. S.

Others scheduled to address the conference include Col. George Smathers, USMCR, U. S. Senator from Florida; Mr. Clifton M. Phalen, executive vice president of the American Telephone and Telegraph Co., and Cmdr. Richard M. Nixon, USNR, vice president of the J. S.

Reservists must direct all requests for air transportation to the ROA conference in Atlantic City to the ROA department commanders—not the center commanders. ROA department commanders have been given the responsibility for determining and approving passenger lists. Instructions governing such travel have been amplified in a message from Hq ConAC to numbered air force commanders and the Air Reserve Records Center on April 8.

In addition, Pentagon officers, all keyed in with administrative and operational subjects concerning both Active and Reserve Forces, will be present to participate in the popular and informative service seminars scheduled for the early conference sessions. It will be at these meetings that officers of the Army, Navy, Air Force, Marine Corps and Coast Guard will receive detailed information on their present and future careers as prescribed by the dictates of existing policies and pending legislation.

Prior to the official opening of the conference, an "Assembly of Presidents" is scheduled where national presidents will join with department and chapter presidents to discuss current subjects and any existing problems with the National Headquarters staff.

■ CONSTRUCTION from page 4

AFB, Utah; McClellan AFB, Calif.; Portland IAP, Ore.; Bakalar AFB, Ind.; General Mitchell Field, Wis.; Davis Field, Okla.; New Orleans NAS, La.; Bradley Field, Conn.; Clinton County AFB, Ohio; Niagara Falls MAP, N.Y.; and the Wilkes-Barre Non-Flying Technical Training Center, Pa.

ANG Summer Encampments

<i>Training Site and Organization</i>	<i>Home State</i>	<i>Training Dates</i>
Otis AFB, Falmouth, Mass.		
130th Air Resupply Gp	West Virginia	7-21 June
103d Ftr Gp	Connecticut	21 June-5 July
143d Air Resupply Gp	Rhode Island	21 June-5 July
101st Air Def Wg	Maine, New Hampshire, Vermont	5-19 July
108th Ftr-Intcp Wg	New Jersey	19 July-2 Aug
104th Ftr Gp	Massachusetts	2-16 Aug
102d Air Def Wg	Massachusetts	9-23 Aug
135th Air Resupply Gp	Maryland	16-30 Aug
Hancock Field, Syracuse, N. Y.		
111th Ftr Gp	Pennsylvania	7-21 June
140th Aeromed Sq	Pennsylvania	7-21 June
112th Air Def Wg	Pennsylvania	21 June-5 July
109th Ftr Gp	New York	5-19 July
107th Air Def Wg	New York	19 July-2 Aug
105th Ftr Gp	New York	2-16 Aug
106th Ftr Gp	New York	16-30 Aug
Travis Field, Savannah, Ga.		
116th Air Def Wg	Georgia	8-22 June
125th Ftr Gp	Florida	22 June-6 July
134th Ftr Gp	Tennessee	22 June-6 July
145th Ftr Gp	North Carolina	6-20 July
113th Ftr-Intcp Wg	D. C., Delaware, Maryland, W. Virginia	20 July-3 Aug
169th Ftr Gp	South Carolina	3-17 Aug
Pbelps-Collins ANG Base, Alpena, Mich.		
126th Air Def Wg	Illinois	5-19 July
127th Tac Recon Wg	Michigan, Virginia	19 July-2 Aug
122d Ftr-Intcp Wg	Indiana	2-16 Aug
121st Ftr-Intcp Wg	Ohio	16-30 Aug
Municipal Airport, Gulfport, Miss.		
117th Tac Recon Wg	Alabama, Arkansas, Mississippi	1-15 June
118th Tac Recon Wg	Tennessee, Iowa, Missouri	15-29 June
137th Air Def Wg & 138th Ftr Gp	Oklahoma	20 July-3 Aug
123d Tac Recon Wg	Kentucky, Kansas, Arkansas	3-17 Aug
159th Ftr Gp	Louisiana	17-31 Aug
183d Aeromed Sq	Mississippi	17-31 Aug
Volk Field, Camp Douglas, Wisc.		
119th Ftr Gp	North Dakota	31 May-14 June
115th Ftr Gp	Wisconsin	14-28 June
128th Ftr Gp	Wisconsin	5-19 July
131st Ftr-Intcp Wg	Missouri	19 July-2 Aug
133d Air Def Wg	Minnesota	2-16 Aug
114th Ftr Gp	South Dakota	16-30 Aug
Natrona County Airport, Casper, Wyo.		
140th Air Def Wg	Colorado, Wyoming	14-28 June
137th Ftr Gp & 127 Ftr Sq	Oklahoma, Kansas	19 July-2 Aug
161st Ftr Gp	Arizona	2-16 Aug
120th Ftr Gp	Montana	16-30 Aug
Gowen ANG Base, Boise, Idaho		
124th Ftr Gp	Idaho	31 May-14 June
144th Air Def Wg	California, Nevada	14-28 June
146th Ftr-Intcp Wg	California	19 July-2 Aug
142d Air Def Wg	Washington, Oregon	16-30 Aug

■ AFRes ENCAMPMENTS from page 8

619th USAF Hospital	Boston, Mass.	Chanute AFB, Ill.	17-31 Aug
620th USAF Hospital	Tampa, Fla.	McDill AFB, Fla.	15-29 June
628th USAF Hospital	Baltimore, Md.	Otis AFB, Mass.	1-15 Aug
635th USAF Hospital	New York, N.Y.	Wright-Pat AFB, Ohio	1-15 Aug

Short Bursts

OUT TO LAUNCH: The B-52G will serve as a launching platform for supersonic guided missiles, with the first of the greatly advanced Stratoforts rolling from the Boeing production lines this summer. Operating from altitudes above 50,000 feet, the B-52G will launch the "Hound Dog" guided missile, GAM 77, which the DOD described as an aerially launched weapon to carry a nuclear warhead "many hundreds of miles" beyond the bomber's turn-around point, far out of reach of defensive weapons.

SUPERSONIC SLED: Scheduled for a fantastic ground speed of 1,700 miles per hour—nearly $2\frac{1}{2}$ times the speed of sound—a 7-ton rocket sled will be delivered this fall to Holloman AFB, N.M. Developed by Rocketdyne, the RS-2 designated aluminum vehicle will streak under the explosive power of a liquid-repellant rocket engine producing 160,000 pounds of thrust. Gripping the rails of the 7-mile Holloman track, the sled will accelerate with a force of 15 g's—a stress that could rip the wings from a modern airplane.

OPERATION HARDTACK: This is the tag for this spring's Pacific nuclear test series. Conducted by Joint Task Force Seven, it will be commanded by AF's Maj. Gen Alvin R. Luedecke, who has been directly participating in nuclear weapons programs since 1949.

AUTOMATIC CAPTION WRITER: Aerial reconnaissance gets a big boost with the Digital Data Recording Device, developed by Federal Telecom Lab for the Wright Air Development Center, USAF. The DDRD invention is the first to record in code the location, speed, altitude and other pertinent data directly on the photographic film as the camera plane speeds over its target.

GI INSURANCE: An increasing number of vets returning to service are dropping their policies. Don't! So-called "free insurance" no longer is available.

SHORTER SALVOS: AF's first Bomarc defensive guided missile expected to be operational by end of 1959 . . . Manned aircraft in the works for future AF is the F-108, in addition to the B-70, itemed here last month . . . AF Academy has created a Dept of Astronautics, to stress fundamental physics of manned and unmanned flight through space . . . Male AF officer personnel now are authorized to wear a new mess dress uniform. Details were sent to the field by USAF in mid-March . . . AF has disclosed news of a system that keeps an electronic finger on missiles in flight and continuously predicts where they will land. Called Azusa, it was designed and built by Convair.

MAIL BAG

Dear Editor:

In 1960, I will be 60 years of age and will have completed $18\frac{1}{2}$ years of satisfactory Federal service. Is there any way I can take to complete the 20 years necessary for retirement?

LAL
New York, N. Y.

You may enlist in the AFRes for a Ready Reserve position on or before June 30, 1958. You should apply for enlistment under AFR 45-47 and the above policy as soon as possible at any AF installation having adequate facilities and personnel to accomplish the enlistment. Your attention is invited to the articles appearing on page 4 of this issue and on page 2 of last month's *Air Reservist*.

Dear Editor:

I have in my possession a DD Form 2AF(Res) Identification Card. Must I apply for the new DD Form 1173?

MSC
Boston, Mass.

The DD Form 2AF(Res) in your possession is valid until Jan. 1, 1959.

Dear Editor:

Having been promoted to a higher commissioned grade, I would like a new Identification Card.

CDW
Omaha, Nebr.

The new card DD Form 1173 will be issued to show the new grade for members of Ready Reserve Units only.

Dear Editor:

I am a major on the USAF Reserve Retired List. I have been advised that I can fly to Hawaii and the Philippines on AF planes (other than MATS military aircraft) on a space available basis. How do I request such transportation?

GBN
Cleveland, Ohio

A member of the Retired Reserve who desires overseas flights should submit his request to the commander providing the aircraft, to be submitted through channels to Hq USAF for approval. Such requests must be submitted in time to arrive at Hq USAF not less than 20 days prior to the date of the proposed flight.

TIME was when duty with the Reserve was tagged "a piece of cake" by Air Force-types on general assignment. Applicants for Reserve tours rightfully enjoyed vivid fantasies of the soft touch, a la the Old Army, with at least nine holes a day for sure, as they signed on the dotted.

Well, take it from M/Sgt. Dick Souders, them days are as dead as a dodo. In today's AF, duty with an Air Reserve Center means just that: *duty*.

Sgt. Souders, family man, has been a liaison NCO with the Reserve for more than two years now and he still likes it, despite the back-breaking hours, the incessant rattle of the paper mill, and the miles racked up on his own wheels on official business. Speaking of business, that's exactly what a liaison airman's job is in the Air Reserve. He is the Center

The reservist finds him indispensable—he's the . . .

LIAISON NCO

commander's honcho in the boondocks, and as his representative, the sergeant bears responsibilities completely outside the realm of normal AF job assignment.

The carrot-topped, soft-spoken Pennsylvanian must deal directly with the public every day. Not with potential recruits still wet behind the ducktail or reluctant re-uppers on the make, but with successful businessmen and doctors, and lawyers and chiefs of all kinds. And when he isn't calling on, chatting with, or writing to these denizens of the executive suite, Sgt. Souders is teaching, advising, sometimes cajoling (but always supervising) the training activities of some half dozen assorted Reserve squadron staff officers and their hundred-odd members.

Sure, so it's still a good deal, you say. He's a Pennsylvanian and he's stationed in the Keystone State; York, as a matter of fact.

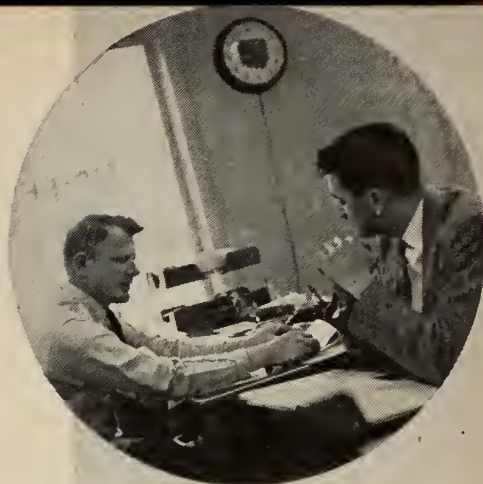
Bingo!

Sgt. Souders is close to home alright. His wife and four younguns see him

about four nights a week, counting weekends, and before breakfast, too. But that's about the extent of it. The rest of the time he's putting in a *normal* eight hours-plus-overtime visiting reservists who train as much as 60 miles from home plate — and mountain roads can be rough in the winter.

A confirmed career man, he's a 73270 in the book. On the job, however, he's a combination of the rattling cannonball, doubling in brass as personnel technician, chief administrator and ISO, supply supervisor and statistician, IG, carpenter, and—at times—functioning as ex officio chaplain for confused reservists.

There are occasions, however, when even our boy gets the clanks, especially when that nasty 8-letter word *decision* pops up with no one handy who holds a commission at the direction of the President. Many of the decisions that Sgt. Souders must make are those normally found within the province of an officer, but he's facing up to them and batting



Sgt. Souders caucuses a reservist at Center.



A visit with Maj. Tom Harris, an industrial artist by trade.

A coffee break while "on the road" in his liaison duties.



A little recruiting on the high school steps.



one-thousand in the eyes of his commander. As the red-head is prone to remark: "This isn't a soft touch, believe me. I've got to keep ahead of everything and everybody to cut it. But I like it."

But I like it.

That's the key to civilian component duty. A liking for hard work, long hours, a touch of diplomacy, and a heavy dash of unique responsibility. No eight to five. No supervisor next door. No passing the buck. Only a great mutual trust between the "old man" and yourself, and the respect of a small city for your blue suit.

Yet, those days of the "soft touch" for a Liaison NCO with the Reserve are long gone. As many a reservist has said here in the Keystone State: "You got a problem? Take it to the sarge—if he doesn't know the answer, he'll sure find out for you."

And he certainly spends a lot of extra hours each and every week finding out!



Annual Navigation Meet

NUMBERED AF WINNERS VIE FOR TROPHY



The 8501 NTSq from O'Hare Int'l Apt won the 10AF championship for the second straight year. Lined up behind their trophies are Lt. Tom McPherson, Capt. Gene Horshman, Lt. Robert Palla and team captain, Maj. David Goldsmith.

ConAC's second annual Navigation Competition will be decided on the 17th through 24th of this month at Miami International Airport, Fla., when the First, Fourth, Tenth and Fourteenth air forces, represented by their regional champions, seek to prove they command the best AFRes navigators in the business.

1AF's 8496th Navigation Training Squadron, 10AF's 8501st, and 14AF's 8507th were the winners in their respective competitions. Now, these teams vie for the ConAC-wide prize at Miami along with the 4AF champions, the 8500th NTSq from Hamilton AFB, Calif. The latter group's picture was not available at press time.

Comprising four Air Reserve navigators—three primary and one alternate—the teams will be accompanied by the Chief Navigator Instructor from each participating Air Reserve Flying Center—plus two qualified pilots, one flight engineer and a radio operator.

Utilizing TC-47 aircraft boasting especially equipped flying classrooms, the navigator teams will each complete three flights out of Miami, over water.

The Reserve navigators will use three navigational systems on a rotating basis—dead reckoning, celestial navigation and LORAN. No radio aids will be used excepting LORAN.

AF active duty navigators will accompany the teams as umpires.

Winning team members and their squadron will receive permanent trophies. The winning numbered air force

will be awarded custody of a rotating trophy—which will be passed along to ConAC's winning air forces in future annual navigation competitions. The Air Reserve Flying center, to which the winning squadron is assigned, also will receive a permanent trophy.

Last year, ConAC's first annual Navigation Competition was won by 1AF's 8497th NTSq.

The 8-day navigation competition will culminate rigorous training schedules undertaken by AFRes navigators during the past three years at 22 Reserve navigation centers across the nation.

The basic concept behind ConAC's navigation competitions is to ready AFRes navigators to full operational proficiency to augment the Regular AF in the event of mobilization.

The 8507 NTSq from Hensley Field, Texas, winners of 14AF Navigation Meet, now try for the big one. Team captain, Maj. W. M. Jones fandles area trophy. Behind him are Capt. W. S. Riemer, Capt. J. A. Murphy and Lt. S. T. Cooper.



The 8496 NTSq from Mitchel AFB, N.Y., won the 1AF title. The victors are (l-r) Maj. G. McNerney, Capt. S. Rosenthal, Capt. S. LoSota, Capt. J. Hilliard and the unit's instructor Maj. F. Saltus.

The Air Reserve Technician Plan . . . Its Real Meaning

by Lee C. Lingelbach

Dir., Civilian Personnel, ConAC)

The Air Reserve Technician program is now a reality—by the end of Fiscal Year 1959 all Air Reserve Wings will have assigned a nucleus of highly skilled, full time personnel—Air Reserve Technicians!

Now that we have this long sought team it might be well to ponder its significance, what it really means to the AF, to our Reserve wings and to each individual who will become an Air Reserve Technician. The value of the program in the areas of providing for immediate availability and operational readiness of each Reserve wing has been discussed often in the past and is actually quite obvious. There are many underlying aspects, however, that are of real importance to the future of the AFRes and the ART program, that are not so obvious. It is these aspects that need discussing as we embark on a most important step forward in the history of the AFRes.

Undoubtedly, the most basic of these underlying aspects deals with responsibility. The technician program gives each Reserve wing not only the capability, but the total responsibility for self-support and training. Related to this is the burden to be shouldered by each Air Reserve Technician. His is the responsibility for not only training other Reserve wing members but for assistance in recruiting these members on a quantity and quality basis and for providing them with the example and leadership essential to successfully perform a combat mission. Certainly a man-sized job, but the reward in terms of compensation, career, and self-satisfaction can be unmatched, if a true team effort exists within each organization.

Finally, there is the system under which the technician program will be administered. The system, like any other, is only as good as those who utilize it. Approval of the ART Plan by Department of Defense, Headquarters USAF, and the Civil Service Commission was based, not only on a critical need, but on the firm belief that the competitive Civil Service system properly utilized would meet our needs for a sound personnel program. The responsibility for validat-

ing decisions in this connection and for insuring the long range success of the technician program rests with those who will become a part of the program as well as those who will administer it.

A successful ART program can have far reaching benefits to the prestige and future of the AFRes. If the program provides for Reserve wings that have an immediate operational readiness status, it will have achieved the primary objective for which it was developed. The implications, however, of such an achievement will serve to highlight a potential within the AFRes for future mission assignments which are even more demanding or critical. While we can only look to the future with conjecture, the ART program may well determine or influence that future.

In summary, the ART program provides a major step forward in achieving truly Ready Reserve forces. At the same time, it might logically establish a basis for even more critical missions in the future—perhaps even missile sites. Significant is the fact that the program is based on establishment of an attractive career service for those individuals who will become Air Reserve Technicians.

Individuals willing to shoulder the responsibility of becoming the leaders and backbone structure of our Reserve wings are invited to make their interest known.

Immediate implementation is set for the following locations: 2233 ARFC, Mitchel AFB, N.Y.; 2237 ARFC, New Castle County Airport, Del. (to move to Willow Grove, NAS, Pa.); 2242 ARFC, Selfridge AFB, Mich.; Det 1, 2242 ARFC, Niagara Municipal Airport, N.Y.; 2259 ARFC, Andrews AFB, Md.; Det 1, 2259 ARFC, Youngstown Municipal Airport, Ohio; Det 2, 2259 ARFC, Pittsburgh Municipal Airport, Pa.; 2346 ARFC, Hamilton AFB, Cal.; Det 1, 2346 ARFC, Portland Municipal Airport, Ore.; Det 2, 2346 ARFC, McClellan AFB, Cal.; Det 3, 2346 ARFC, Paine AFB, Wash.; Det 1, 2472 ARFC, Davis Field, Okla.; 2473 ARFC, General Mitchell Field, Milwaukee, Wis.; Det 1, 2473 ARFC, Minneapolis — St. Paul International Airport, Minn.; Det 2, 2473 ARFC, O'Hare International Airport, Ill.; 2577 ARFC, Brooks AFB, Tex.; Det 1, 2577 ARFC, Dallas NAS, Tex.; 2578 ARFC, Ellington AFB, Tex.; Det 2, 2578 ARFC, New Orleans NAS, La.; 2584 ARFC, Memphis Municipal Airport, Tenn.; 2585 ARFC, Miami International Airport, Fla.; 2589 ARFC, Dobbins AFB, Ga.; and Det 2, 2589 ARFC, Donaldson AFB, S. C.

Det 2, 2233 ARFC, Bradley Field, Conn., will implement its program beginning July 1, and the following are scheduled for implementation on October 1: 2234 ARFC, Hanscom Field,

Mass.; 2235 ARFC, Grenier AFB, N.H.; 2252 ARFC, Clinton County AFB, Ohio; 2347 ARFC, Long Beach Municipal Airport, Cal.; Det 1, 2347 ARFC, Hill AFB, Utah; 2466 ARFC, Bakalar AFB, Ind.; Det 1, 2466 ARFC, Scott AFB, Ill.; 2472 ARFC, Richards-Gebaur AFB, Mo.; and Det 2, 2472 ARFC, Tinker AFB, Okla.

Those individuals who are currently employed by the Federal government in a career or career-conditional status, or who, based on previous Federal civilian service, are eligible for career or career-conditional appointment should address queries and/or completed Standard Forms 57, "Application for Federal Employment," to the organization listed above in which they are interested.

All other interested persons must compete in open competitive Civil Service examinations which will be announced specifically for technician positions. These examinations will be announced by Boards of U. S. Civil Service Examiners at the following locations for all organizations which are located in states indicated as comprising the examining area:

Board, 2500 AB Group at Mitchel AFB, N.Y.; Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, plus Andrews AFB, Md.

Board, 2466 ARFC, Bakalar AFB, Ind.: Indiana, Kentucky, Ohio, and West Virginia.

Board, 2589 ARFC, Dobbins AFB, Ga.: Alabama, Florida, Georgia, Mississippi, North Carolina, South Carolina, and Tennessee.

Board, 2465 AB Group, Minn.-St. Paul International Airport, Minn.; Illinois, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, and South Dakota.

Board, 2578 ARFC, Ellington AFB, Tex.:* Arkansas, Louisiana, Oklahoma and Tex.

Board, 2347 ARFC, Long Beach Municipal Airport, Cal.: California, Idaho, Montana, Nevada, Oregon, Utah and Washington.

*The Board of U. S. Civil Service Examiners at Detachment 1, 2577 ARFC, U. S. Naval Air Station, Dallas, Tex., will initially announce examinations for Air Reserve Technician positions within the Reserve organization located at the U. S. Naval Air Station, Dallas, Tex.; Tinker AFB, Okla.; and Davis Field, Okla.

The announcement of examinations for positions at each organization will normally be widely publicized in the general area of the organization involved. Each such announcement, of course, will contain information concerning the opening and closing dates for receipt of applications, information on the duties, qualifications and other requirements, and instructions on how and where to apply. Queries concerning examinations should be directed to the Executive Secretary of the appropriate Board of U. S. Civil Service Examiners listed above.



WISE WILLIE

ECI courses stress

Points & Knowledge

and thousands are benefiting

THE Extension Course Institute—source of knowledge and points for many, many thousands of Air Reservists—had itself a birthday the first of this month. And for an 8-year old, it is a mighty husky specimen indeed, as shall be seen.

Located at Gunter AFB, just outside of Montgomery, Ala., ECI has an enrollment that has swelled from 26,766 (active and reserve) in December 1950, to 280,108 as of the end of March of this year! During the same period, the number of courses available has grown from 24 to 86.

"As a matter of fact," said Capt. T. D. Allen, Jr., chief of the education division of ECI, "there are times when we process more exams in one day—from three to four thousand—than we formerly did in one month during 1950 and 1951."

A couple of more figures may be interesting. As of the end of February of this year, the school has sent out a total of 117,201 diplomas and at the present time there are more than 35,000 inactive reservists enrolled in various courses to earn their necessary points.

From the very beginning, the most popular course with reservists has been the Squadron Officer Course, but the other general courses, which include the Officers Candidate, Command and Staff School, and Air War College, also are high on the list.

In the specialized courses, the most popular are Air Traffic Control Fundamentals, Aircraft Maintenance Officer, Aircraft Jet Engine Mechanic, Fire Fighting and Aircraft Crash Rescue, Supply Officer, Basic Personnel Principles, Academic Instructor, and the rather new "top notch" course, Fundamental Principles of Guided Missiles.

As mentioned before, ECI currently has volumes on 86 courses but the school is not stopping there. There now are being prepared, or are programmed, 79 additional courses which will just about cover every job assignment in the Air Force.

The enthusiastic response of the reservists to these courses can be judged from glancing through the many thousands of

letters received. While the great majority, in all truth, enroll primarily to earn their necessary points, they soon realize the information contained in these courses can be applied very usefully in their civilian jobs and, indeed, in their every day life and awareness of what's going on in the world today.

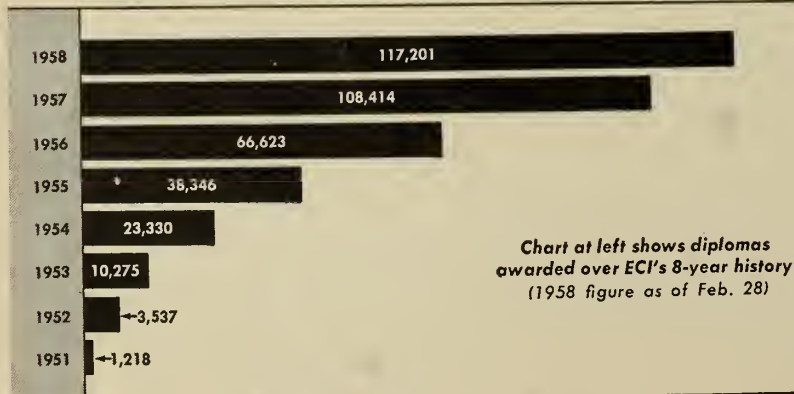
Capt. Harold R. Triber of Kansas City, Mo., wrote: "The lesson entitled 'Ideologies in Conflict' was one of the most interesting in the entire group. I firmly believe that if the message contained in that lesson could be given wide publicity to the American people as a whole that public opinion of our way of living as opposed to communism would have a very far reaching effect for the good of all concerned."

Writing to ECI about the volume "A Survey of World Communism", Lt. Col. Melvin C. Miller of Brownsville, N. Y., declared that "this is absolutely one of the best treatises I have ever read on the subject. It is expertly written and extremely clear in its presentation."

Maj. Reuben P. Allen, Jr., of Yorktown, Texas, writing about correspondence courses in general and how they help the average reservist, asserted that "this means a more effective reservist and a well worked out and coordinated reserve program for those of us located in the more remote areas."

In his introduction to the ECI catalogue, Col. Paul T. Tempske, school commandant, declared: "It is my firm conviction that there is no better way to use your spare time than to invest it in your own future. ECI offers you this opportunity. What you will gain from study by correspondence is largely dependent upon what you put into it."

ECI's motto is *Disciplina Muneris Praestat* (Professional Education is Paramount) and it behooves the conscientious reservist to note that fact. Whether he is an airman third class seeking to obtain a higher AFSC or a full colonel seeking a broader understanding of the Air Force and the world through the Air War College correspondence course, the time he spends studying through ECI will benefit him manifold.



New ECI em

Pentagraphs

OSI Reserve Vacancies: Mobilization assignment vacancies will exist for company grade officers and airmen with the Office of Special Investigations. These vacancies are located in OSI District and Detachment offices throughout the United States. A few positions are open for administrative officers and airmen. Qualified Air Reservists who have investigative experience, training in law or accounting, and in general a college education (officers) or high school (airmen) and meet the qualification requirements set forth in AFM 35-11D, Part Two, Chapter 10, should contact the nearest OSI District or Detachment for complete information. This is an excellent opportunity for qualified personnel to serve their country while receiving training in the investigative career field.

☆ ☆ ☆

Reserve Medal: Do you qualify for the Armed Forces Reserve Medal? Established in 1950, the medal and ribbon are authorized for all personnel who have earned 10 Reserve years in a 12-year period. The 10 years need not be consecutive, but must have been completed during any 12-year span except that any period of time during which Reserve service is interrupted by regular service will be excluded in computing time but will not be considered a break in time.

☆ ☆ ☆

SLI Beneficiaries: According to the VA, servicemen are neglecting to change GI insurance beneficiaries when circumstances have been changed by marriage or birth of children. The VA is required by law to pay claims to beneficiaries of record, but they are often paid to other than the immediate families of deceased servicemen because of failure to name proper beneficiaries. Changes may be made at any time without notifying previous beneficiaries, but must be made in writing over the policyholder's signature and filed with the VA insurance center at Philadelphia. Changes included in a last will or testament are not valid under the law.

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State Bonuses: Korean War bonuses are being paid by 10 states—Iowa, Massachusetts, Michigan, Minnesota, Montana, New Hampshire, North Dakota, Ohio, Vermont, and W. Virginia. States still paying WWII bonuses are Massachusetts, New Hampshire, New York, and Vermont. Reservists who haven't applied and consider themselves eligible should write their State Adjutant General for information.

☆ ☆ ☆

Missile Bomber: One of the outstanding features of the new long range B-52G global missile-bomber, now in production at Boeing Airplane Company, Wichita, Kans., is the TV camera in the tail. The armament system, manufactured by the American Bosch-Arma Corporation, operates by remote control. By

use of a scanning camera, the gunner keeps a constant watch above and below the *Stratofortress*. If, for example, an enemy fighter is seen on the screen, the guns operated by radar "lock" on the target. When the target comes in range, the gunner commences to fire. Range of the aircraft is reported as being greatly over the unrefueled range of present models of the B-52.

☆ ☆ ☆

NCO Academy Openings: ANG has been allotted spaces in the MATS and ARDC non-commissioned officer academies for FY59. Candidates should be highly qualified master or technical sergeants. One slot per state will be allotted, and the state will be notified by the NGB to select a candidate 90 days prior to reporting date. If a state cannot utilize its opening, the NGB should be notified so that the vacancy may be reassigned.

☆ ☆ ☆

ECI Points: Reservists earning points through ECI courses should ensure entry on AF Forms 190 prior to the end of their retention year. Forms 190 are closed and forwarded to Denver immediately after the anniversary date.

☆ ☆ ☆

Reserve Policy: Gen. Thomas D. White, Chief of Staff, has directed that AF agencies considering matters pertaining to the Reserve components keep the Air Staff Committees on ANG and AFRes policy fully informed. In a memorandum disseminated through the Air Staff for information and compliance, Gen. White said: "The SecAF has recently expressed renewed interest in assisting the Reserve Forces Policy Board and the Air Staff Committees on ANG and AFRes Policy in performing their advisory functions by keeping them fully informed with respect to the initiation or revision of significant policies, plans, programs, and related matters concerning the Reserve components. Adhering to Congressional intent, he desires that these statutory bodies be enabled to express their opinions on such matters while they are in the formative stage." Gen. White established the Office of the Assistant Chief of Staff for Reserve Forces as the communication channel through which this policy will be implemented.

☆ ☆ ☆

AFROTC Uniforms: The President signed into law on March 28, 1958, P. L. 85-355, 85th Congress (HR 7696) which will permit enrolled students to pursue the instructional phase of the ROTC course of study for academic credit only, and not for an appointment in the AFRes. Uniforms under these circumstances will not be furnished by the Government, but students will be permitted to wear the uniform if they purchase it at their own expense.

☆ ☆ ☆

TV Film: *Man in Space*, an excellent Disney 16-mm color production running approximately 45 minutes is presently available for showing. Requisition may be made from the 1356th Film Library Flight, 8900 So. Broadway, St. Louis 23, Mo.

☆ ☆ ☆

ANG Radio Show Going Strong: For seven long years now, "Lombardoland, U. S. A." has been entertaining radio listeners. If you're saturated with rock-and-roll (and who isn't?) tune in to the mellow music of Guy Lombardo on ANG's only weekly radio show, each Friday night on the Mutual net.

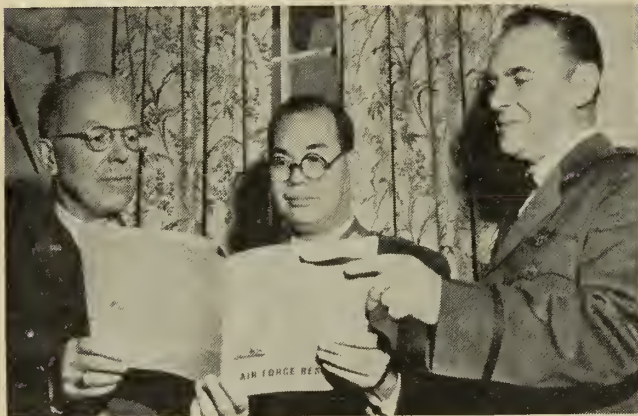
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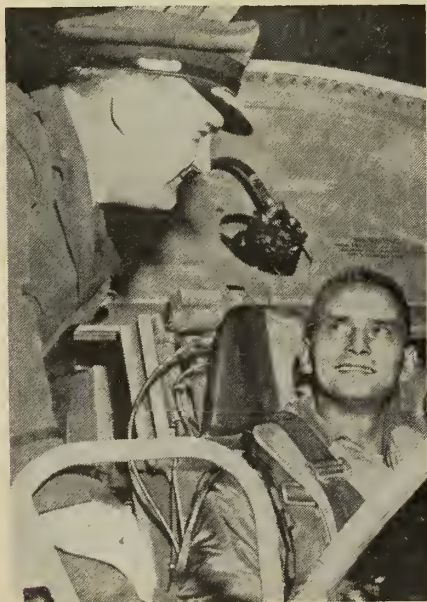
pictures of the month



Col. Mitsuo Kowamota (center), chief of the Air Staff Office Medical Section of the Japanese Air Self Defense Force, is briefed on the AFRes Medical Program during a visit to ConAC Hq, by Col. Arthur A. Corliss (left), ConAC Surgeon, and Col. Charles K. Morris, cmdr, 2500th USAF Hospital.



Connecticut became the first state in the nation to receive the Department of Defense Reserve Award. Pictured are Brig. Gen. James Quinn, state Adjutant Gen.; Maj. Gen. John H. Ives, cmdr, 1AF; Gov. Abraham Ribicoff of Connecticut; and J. R. Reitemeyer, Hartford Courant publisher.



Brig. Gen. C. R. Bond, Jr., cmdr, 25th Air Div, McChard AFB, chats with Maj. Bruce Penny, in cockpit of supersonic TF-102. Maj. Penny, ISO of 9086th ARGp, Seattle, is a newsman by trade.



Capt. J. J. Obzonsky (l) is named "Officer of the Year" by Col. F. J. Tizzano (r), cmdr of the 9253d ARSq, New Brunswick, N. J. Looking on at the "surprise" is Maj. T. O. Coleman.



Capt. Bob Sonds (l) holds trophy as top gunner of the 188th F-1 Wg, N. M. ANG. Maj. Francis Williams, cmdr, 188th F-1 Sq disp unit trophy, won for fifth time in five years.

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THE AIR

Ref.

Reservist

JUNE 1958



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"The Air Reserve and its Tasks Today," by Gen. Curtis E. LeMay . . . page 3

THE AIR *Reservist*

VOL. X — NO. 6 JUNE 1958

AIR FORCE RESERVE • AIR NATIONAL GUARD
AIR FORCE ROTC • CIVIL AIR PATROL
EXPLORERS, BSA

Lt. Gen. William E. Hall
Commander, Continental Air Command

Col. Blake C. Miller
Chief, Office of Info. Svs., ConAC

EDITOR

Lt. Col. Franklin Hibel

ASSOCIATE EDITOR

Fred E. Giachino

STAFF WRITERS

T/Sgt. Earl C. Nelson, Albert W. Febrey

The Air Reservist is an official publication of the Directorate of Internal Information, Office of Information Services, Continental Air Command, approved by the Secretary of the Air Force as the medium for the AF Reserve, the Air National Guard, AF ROTC, Civil Air Patrol, and the Explorers, BSA.

Editorial Office: Room B34 Old Post
Office Bldg., Washington 25, D.C.

If you know any member of the AF Reserve not on active duty, who is not receiving this magazine, advise him to report that fact, including his full name, rank, service number, plus old and new home addresses to "The AIR RESERVIST," Air Reserve Records Center, 3800 York Street, Denver 5, Colorado.

Air Guardsmen not on active duty receive copies of this magazine through their unit of assignment.

Material contained in the AIR RESERVIST is indexed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by the Secretary of the Air Force and the Director of the Bureau of the Budget 15 July 1955.

COVER: Lt. Gen. William E. Hall accepts Trophy from Lt. Gen. Elmer J. Rogers, Jr., right, USAF Inspector General. Maj. Gen. Charles Chauncey (Ret.) looks on. See story on page 8.

Reserve Navigators to Get Over-water Flying Training

Air Reserve navigators assigned to Navigation Training Squadrons, in addition to personnel of the troop carrier units, soon will receive long over-water flying training during Operation "Swift Lift."

Tactical Air Command has given ConAC approval to allow these reservists to land at terminal points at Puerto Rico, Panama, Bermuda and Newfoundland. Flights to these areas will require one fully qualified navigator aboard.

ConAC pointed out that traffic to these points will be infrequent and often on short notice. Because of this infrequency, participating reservists would be called on special tours only for specific foreign flight missions, conceivably from an on-call status.

command news

MAJOR AIR COMMANDS RECEIVE SPACE AND GRADE AUTHORIZATIONS

Headquarters USAF has released the Reserve space and grade authorizations in support of WPR 59/60 to all major commands. These war augmentation requirements for individuals are effective 1 July 1958. Inasmuch as the spaces provided by these authorizations are greater than available funds can support, actual manning of the positions will be limited to the number that can be supported by FY59 funds available to each major air command. In addition, this delay in receipt of revised requirements will necessitate that action to effect alignments be expedited.

As in previous years all major commands took part in developing these requirements. The total individual requirements for 59/60 are approximately 46,476 officers and 132,668 airmen. The total is divided into three parts:

Part I — 16,704 officers and 31,889 men. These are the individual requirements which major air commands procure, train and administer.

Part II — 10,484 officers and 35,035 airmen. These individual requirements are assigned to major air commands and attached to ConAC Air Reserve Center units for inactive duty training and administration. The 15-day active duty tour for these personnel is performed with the major air command of assignment.

Part III — 19,288 officers and 65,744 airmen. These individuals are assigned to trained and administered by ConAC Air Reserve Center units. Two week active duty tour is performed with the major air command with a training capability in the mobilization AFSC.

The first step in alignment of Reservists against WPR 59/60 spaces will be accomplished by the major air command concerned for Part I of the mobilization requirement. Since there has been an increase in the Part I requirement the realignment will render a very small number of Reservists surplus. For those individuals assigned to major air commands rendered surplus as a result of the realignment reassignment will normally be effective 30 June 1958. After the major command complete the alignment of their own individuals and effect assignments of other qualified applicants, the remaining position vacancies will be reported to the Air Reserve Records Center. Vacancy listings will be compiled by ARRC and furnished to Air Reserve Centers indicating Part I vacancies geographically available to each Air Reserve Center. Air Reserve Center personnel may apply for these vacancies for which they qualify by submission of AF Form 1288, "Application for Assignment," to the unit having the vacancy. It is anticipated that the first Part I vacancy listing will be available at Air Reserve Centers on or before September 1958.

The second phase in the alignment of Reservists against WPR 59/60 spaces will be accomplished by ConAC Air Reserve Centers. Inasmuch as unit, station, and Air Reserve Center assignments for the Part II and III positions have not been completed this portion of the realignment will be delayed. In addition, the number of changes which accrued during FY58 and others which are presently taking place render impractical the alignment of individuals to the same positions, except in isolated instances. It is intended, however, that changes occurring after WPR 59/60 be handled as changes rather than complete realignment thereby perpetuating the assignment of the same individual to the same position to the degree that revised requirements permit.

Current planning data reflects that the unit and station assignments for Part I positions will be available to HqConAC the latter part of June 1958. At that time conference of ConAC air forces and Air Reserve Records Center representatives will be conducted at HqConAC for the purpose of distribution of Part II and III spaces to air force representatives and development of guidelines for reallocation of spaces to numbered Air Reserve Centers. The general guidelines under which Parts II and III positions will be allocated are:

(1) Part II positions will be allocated to the ConAC air force in whose area the station of assignment for the position is located provided a manning capability exists.

(2) Part III positions will be allocated based on manning capability.

see MAJOR page



The Air Reserve and its Tasks Today

by Gen. Curtis E. LeMay
Vice Chief of Staff, USAF

RAPID strides in science and technology are revolutionizing our daily lives and confronting us with a multitude of questions about the future. One of the most important questions is one for which we *must* find the correct answer: How can the United States assure the continued effectiveness of its deterrent power?

Our government is dedicated to peace through strength. This policy reflects the hope of the American people—the people of all the free world, for that matter—that through the continued deterrence of war, opportunities will be provided to build a better life for all.

Effective deterrence involves many considerations including how future wars could be fought and what types of forces we must have. In the search for the right answers, the work of Air Force planners ranges over cold war operations, the possibilities of local war and general war, and the employment of piloted aircraft, missiles, and piloted spacecraft. New problems and challenges appear almost daily. Even the moon and the planets have taken on a “new look” in relation to security in the future.

Many Changes

With the once fantastic becoming commonplace, we find this progress is bringing about changes everywhere. In this process of never-ending change, the tasks of the active and reserve forces and the duties and responsibilities of the individuals serving in both components are under constant evaluation against the grand sweep of the future. This continuing attention to units and individuals has as one primary, transcendent purpose . . . *immediate combat capability*.

Immediate combat capability is the life blood of our deterrent power. The need for combat-ready units, and for individ-

uals who are proficient and up-to-date in essential skills, is obvious, because the main threat against our security is strong and modern airpower. To have the highest degree of security, we must be ready to fight the decisive battle for survival immediately . . . not months after the initiation of hostilities. All of us—whether we are in the active Air Force or the Reserve—must live in an “immediately ready” atmosphere.

More Important Role

Because fast reaction is so essential, the Air Reserve has a more important role in national security than ever before. The Reserve must be a truly responsive and immediately available ready force. Today, this strength is a very real part of our total deterrent power. No potential aggressor can ignore the fact that our Air Reserve Forces contain truly ready combat units and trained individuals immediately available for augmentation of the active Air Force.

Looking ahead, I see three predominant ways in which the Air Reserve can continue to contribute to our country's deterrent power.

The first of these is *Participation*. By this I mean the continuation of day-to-day peacetime tasks such as those which are presently being performed by the Air National Guard in the air defense alert and the Air Force Reserve in its airlift missions.

The second is *Reaction*. Fast reaction in augmenting the active forces in time of emergency is essential. To perform their D-day tasks efficiently, every individual must be well trained and ready. In order to assure this capability, there will be a constant challenge to find new and better methods to keep every member of the Air Force Reserve and Air National Guard in step with the forward rush of science and technology.

The third is *Communication*. The Air Reserve is a valuable instrument for communicating information which will foster better public understanding of what airpower's capabilities are today as well as what they will be as we advance into the era of space. Public understanding of airpower and the continuation of the Air Force's tasks and responsibilities into the realm of space are essential to the progress upon which national security depends in the future.

In order that every Air Reservist, both ready and standby, can participate in explaining airpower, current information about the policies, plans and programs of the Air Force must be made available to members of the Air Reserve. Accordingly, the Air Force is improving its methods for dissemination of such information. First of all *the Air Reservist* magazine will contain more timely and informative material. In addition, selected reservists will be invited to attend special briefings and discussions with key Air Staff members.

Better Information

These briefings will be held at Air Force headquarters at intervals of about six months. Through these briefings and an improved *Air Reservist* magazine, more and better information will become available for all reservists.

In the more than 500,000 members of the Air Reserve, there is a potential for informed communication at the community level that is very valuable to the national defense effort. Given the necessary information, I am sure the individual members of the Air Reserve will do their part to increase public understanding of airpower's role in national security with the same enthusiasm and effectiveness that they carry out their responsibilities in increasing the readiness of the Air Reserve.

Naval Science Seminars Open to Air Reservists

Several scientific seminars conducted by the Naval Reserve Research Program during FY59 are available to qualified Air Reservists.

The seminars, under the technical sponsorship of the Chief of Naval Research, will be of two weeks duration. Two of these will be Nuclear Science Seminars—the first at Brookhaven National Laboratory, Upton, N. Y., convening on Sept. 8, and the second at Oak Ridge, Tenn., Dec. 1.

The Brookhaven course will cover current developments in medical and biological research, with laboratory field trips. The Oak Ridge seminar will take in nuclear science developments, with field trips to testing and development activities.

Priority for both seminars will be to members of the Reserve Research Program. The Brookhaven course otherwise will be restricted to those engaged in medical or biological research or a related field, while the Oak Ridge seminar will be for those in training and/or employed in nuclear or related fields.

Aviation Medicine

A third seminar will be in Aviation Medicine, starting May 11, 1959, at the USN School of Aviation Medicine, Pensacola, Fla. It will cover scientific and operational problems related to the biological factors in Naval Aviation.

Reserve Research Program members will again have priority. Others eligible are Medical Corps and Medical Service Corps officers engaged in allied medical research, and pilots.

A final course will be the Reserve Research Seminar, Office of Naval Research, Washington, D.C., convening June 1, 1959.

The first few days of this course will be devoted to a review of research administration in the Navy and Naval Reserve matters. Balance of the period will enable reservists to be divided into smaller groups for a closer look at specific areas of research.

Priority will be given to members of the Reserve Research Program.

Interested Air Reservists should submit their applications to their Mobilization Training Officer at least 100 days prior to convening date. ConAC will make the final selections.

In order to facilitate selection of best

qualified applicants, the following information should be provided:

Date of birth; civilian occupation and field of specialization; major field of education (this information is in addition to date required by either edition of AF Form 1289); security clearance (secret clearance is required at all seminars); current mobilization position held (including authorized grade, AFSC, and agency of assignment; and any other information which would have a bearing upon selection.

Since the spaces for these seminars are included in the FY59 Reserve Schools Program, attendance may be authorized in addition to the annual short tour of active duty.

COMING EVENTS

JUNE

Air Mail Pioneers Anniversary Ball, Beverly Hills, Calif., June 14.
National Convention on Military Electronics, Washington, D. C., June 16-18.
State VFW Convention, Long Beach, Calif., June 17-23.
ROA Annual Convention, Atlantic City, N. J., June 25-28.
Kiwanis International, Chicago, Ill., June 29-July 3.

JULY

All American Aviation Exposition, Allegheny Co. Airport, Pittsburgh, Pa., July 4-6.
Annual All-Women Transcontinental Air Race, San Diego, Calif., to Charleston, S. C., July 4-8.
National Air Races, Royal Aero Club, Baginton Airport, Coventry, England, July 10-12.
Soaring Society of America annual soaring contest, Bishop, Calif., July 29-Aug. 7. (for details: L. M. Licher, Box 66071, Los Angeles 66)

AUGUST

National Flying Farmers Assn. annual convention, Hotel New Yorker, N. Y., Aug. 11-15.
Second Air Division annual convention, Henry Hudson Hotel, N. Y., Aug. 22-24. (B-24 groups and attached fighter support, 8AF, WWII. Details: Stephen M. Posner, president, 7 W. 15th St., N. Y. 11)
Michigan State Fair, State Fairgrounds, Detroit, Aug. 29-Sept. 7.

NEW EDITOR

Lt. Col. Joseph Friedman, Knoxville (Tenn.) AResC commander, replaces Lt. Col. Franklin Hibel as editor of *The Air Reservist* next month.

Col. Hibel, who has been editor for four of the publication's nine years, is being reassigned as commander of the Kansas City (Mo.) AResC.

Maintenance, Comptroller ECI Courses Announced

Activation of two new ECI courses—one in the wire maintenance career field and one in the comptroller area has been announced.

Course 3626, *Central Office Equipment Specialist* (Manual) is a 6-volume course carrying 168 study hours and 50 points. Although this course includes much of the material of discontinued Course 3621 (*Central Office Equipment Manager*), it contains recent career field changes. The course covers equipment used in a manual telephone central office; for example, operation of the fundamental switchboard circuits, preventive and corrective maintenance, and equipment installation.

The course parallels resident course number AB36230, same title, as far as possible.

Applicants must meet general eligibility requirements for ECI enrollment, and, desirably, have a minimum ACB or AQE aptitude index of 5 in the Mechanical Aptitude Cluster. Finally, he must have normal color vision (as defined in AFM 160-1) and a minimum physical profile (PUHLES) of 222222.

Comptroller Course

Course 6812, *Introduction to the Statistical, Analysis, Data Processing and Programming Career Field*, is a 2-volume course carrying 48 study hours and 16 points. It furnishes the student with working knowledge of this particular part of the comptroller career fields. It also covers working tools and techniques used in the area, includes a review of basic mathematical principles, instruction on numerous office machines, an analysis of general report auditing techniques, and a discussion of reports control procedure.

Successful completion helps the student qualify for an AFSC in the 68 career field. In addition to meeting general ECI eligibility requirements, applicants must be either a high school graduate or have a minimum clerical aptitude index of 5 (administrative or clerical cluster percentile score of 40).

The course discusses electrical accounting machines and covers the major types of reports processed by statistical services and machine accounting units. Emphasis throughout the course centers around the wing-base level of command.

For the past six years, "Reserved For You", the radio voice of the U.S. Air Force Reserve, has been keeping the AF reservist and the general public informed of the latest developments in the reserve program. This 15-minute show is a production of the Radio-Television Division of the Office of Information Services, Hq ConAC.

Originated in November, 1952, the program has grown in popularity throughout the nation, increasing from close to 100 radio stations that aired the first broadcast to approximately 1,500 stations that now carry the weekly show.

In this connection, AFResC's in many of the cities that have radio stations broadcasting the show utilize the closing minute to announce their location, meeting dates and times to the

service, the AFRes has received several million dollars worth of free radio time.

The show, scripted and produced at ConAC Hq, has featured many of the top entertainers in the field today. For instance, Jimmy Stewart, an AFRes colonel, has been a frequent guest on the show.

Capt. Bernie Stuart, chief of the radio-television division, is master of ceremonies. M/Sgt. Fred Lyle and T/Sgt. Manuel Gomes are responsible for the technical supervision and audio recording respectively.

"Reserved For You" is a radio program that has been designed for the AFRes, but it also is one that has entertained the entire country for six years.



AF reservists, and prospective reservists. However, in many cases it was noted that the local ISO's have failed to take advantage of this free air-time accorded them by the stations. It is also true of ISO's who fail to visit their local radio stations to let the station program director know that the weekly show is available for their area.

Music for the show is furnished by the Airmen of Note, the official USAF Dance Band, rated by experts as one of the best in the world. The Airmen of Note have become world-famous through their many personal appearances in various countries.

Under the direction of M/Sgt. Johnny O'Seekee, the primary function of the band is to carry out the same type of program that the late Maj. Glenn Miller's band did during WWII. Entertaining military personnel, as well as performing at high schools and colleges and with frequent appearances on radio and television, the band has done a great deal toward promoting public and international relations for the AF.

Despite the lack of current "rock and roll" type of music that is so popular with the younger set today, the music played by the Airmen of Note has made "Reserved For You" a well received radio show by the youngsters as well as the older listeners. This has proved to be a valuable asset to the AFRes enlistment program, for the show is considered one of the largest contributors in that direction. Many of the reservists serving today learned of the advantages of the reserve program from listening to the timely announcements that are featured weekly on the show.

Approximately 305,000 broadcasts have been aired across the nation to date. When it is taken into consideration that the stations which carry the show donated the time as a public

Tip to ISO's:

"Reserved For You" is being produced to benefit your unit. Personal visits to local radio stations should give you a good idea of what they will use and how you can help them to secure the materials they need. Chances are you also will reap a surprising harvest in good will and publicity.



M/Sgt. Fred Lyle, the show's technical supervisor, cues Capt. Bernie Stuart, master of ceremonies, during production of "Reserved For You".

Short Bursts

AUGUST OPENING FOR AF ACADEMY: The AF Academy's first cadets — who will be seniors next semester — will spend their final cadet year at the Academy's new home near Colorado Springs, Colo. Rapid construction progress will allow for the 1,130 cadets and faculty to move in during August. Eventual academy enrollment will be about 2,500.

NEW SPANISH CUSTOM: Tactical Air Command's initial fighter unit to pull a 6-month rotation tour in Spain arrives at Moron AB, near Seville, this month. The TAC squadron is the 1st Fighter Day Sq, George AFB, Calif., and is equipped with F-100 Super Sabres. The unit flies from George to TAC Hq, Langley AFB, Va., then non-stop to the Azores by means of air-to-air refueling, followed by another non-stop to Spain. The squadron is commanded by Lt. Col. "Chuck" Yeager, first pilot to fly faster than the speed of sound. No stranger to Spanish soil, Col. Yeager used Spain as an escape route after he was shot down over German territory during WWII.

MACKAY, CHENEY AWARD WINNERS: Lt. Robert M. Kerr of PacAF's 67th Tac Recon Wg, Yokota AB, Japan, will receive the 1957 Cheney Award for saving the life of a stricken T-33 pilot who lapsed into unconsciousness while flying a mission with him over Japan last October. Flying as an observer, Lt. Kerr took over the jet plane's controls (although not a pilot) and landed the aircraft safely at night....SAC's 93rd Bomb Wg, Castle AFB, Calif., will get the Mackay Trophy for 1957. The wing was cited for "Operation Powerflite," first jet round-the-world non-stop breaking flight by three B-52 heavy jet bombers in Jan. 1957. Led by 15AF commander Maj. Gen. Archie J. Old, Jr., the flight took off from Castle, flew 24,325 non-stop miles to Circle the globe and landed at March AFB, Calif., 45 hours, 10 minutes later....Both presentations will be made at a future date.

SHORTER SALVOS: The tremendous impact that aircraft accidents have on the combat potential of USAF was the theme of Maj. Gen. Joseph D. Caldara's (Director of Flight Safety Research, USAF) talk at the AF-Aircraft Industry Conference in Los Angeles, Calif., May 20-22. ...Poland will host the world gliding championships at Leszno in western Poland, June 15-29. Four U.S. pilots will fly Polish and French sailplanes....A B-52 of SAC's Castle AFB became the AF's first operational Stratofortress to log 1,000 hours of flight time....A 15-minute film on the AF's famed "Thunderbirds" recently received a certificate for its photographic excellence. Film was shown at last year's International Edinburgh Film Festival.

Reservists Participate in Historic Gyroscope Flight

Two Air Reservists, Lt. Cols. Charles I. Collins and David Buxton, commanders and operations officer, respectively, of the 94th Troop Carrier Group, Laurence C. Hanscom Field, Bedford, Mass., participated in a historic flight, recently, on which is bound to play a vital part in space-ship navigation.

Employees of the Bedford Flight Facility of the Massachusetts Institute of Technology, the reservists flew a Boeing *Stratocruiser* from Boston to Los Angeles, Calif., with a new gyroscope system developed by Dr. C. S. Draper of MIT.

No Outside Aid

Dr. Draper's development is called the Inertial Guidance System. In this system, the gyroscope—by spinning and resisting all changes to its plane, much as it resisted falling off the string or jell glass rim—is now the principal part of a new navigation system which enables an aircraft to stay on course without outside aid.

Formerly, an aircraft—even one equipped with other types of "automatic" navigational systems—had to keep on course with the aid of radio or radar signals, the sun, the stars, a magnetic compass, or the actual view of the earth. There is no need for any of these under the IGS, and the aircraft flies by itself.

see RESERVISTS page 14

Notice, Sir, Is Hereby Given— Join Up Now and Keep on Livin'!

TALK about getting cooperation in recruiting! Here's the way the Ethiopian Government did it in 1935, when Mussolini was on the march (according to *The Blue Ridge Rocket*, monthly publication of the 2551st AResC, Roanoke, Va., Lt. Col. J. Ashton Belmont, cmdr): "Upon receiving this order, all men and boys who can carry a spear will go to Addis Ababa. Every married man will bring his wife to cook and wash for him. Every unmarried man will bring any unmarried woman he can find to cook and wash for him. Women with babies, the blind, and those too old to carry a spear will be excused. Anyone else found at home after receiving this order will be hanged."

Motivated Air Guardsmen
effect a successful

FOUR-PHASE FESTIVITY



Two pictures above show the high performance B-57 "Canberra" jet tac recon aircraft assigned to the 117th Tac Recon Sq of the Kansas ANG at Hutchinson. Each plane has a three-man crew. Unit gets 12 in all.

THE 117th Tac Recon Sq, part of the Kansas ANG and based at the Naval Air Station in Hutchinson, had a quadruple celebration this spring.

First, the unit got its own air strip for flying (the Naval Air Station). The pilots had been attached to the 127th F-I Sq, located 70 miles away, for training. Second, it converted from F-80's to B-57's. Third, its name was changed from a fighter-interceptor squadron to a tactical reconnaissance squadron. And, fourth, the city gave the unit its own "day."

To begin at the beginning, the 117th was organized in February, 1957, and had been doing all of its flying and most of its training with the 127th, in Wichita.

Squadron Grew Quickly

"We were the only squadron in the world, I believe," said Maj. Carl Boggs, squadron commander, "without aircraft yet we succeeded in accumulating 1455 flying hours."

Even under those difficulties, the squadron grew from a roster of nine officers and 83 airmen to 15 officers and 200 airmen by the first of this year.

Early this year, when headquarters announced that the 117th would finally get its own airplanes and a nearby place to fly them, Maj. Boggs and all his "troops" joined in to make their "day" a day to remember in Hutchinson.

They set up displays, mailed news releases, and contacted radio and television stations in the surrounding area. A special concert by the 42d Army National Guard Band from Kansas

City, Kansas, and a showing of "Scramble Two" were held in the local theater.

The Chamber of Commerce mailed letters to all of its members asking them to support the Air Guard. Mayor Verne Minor proclaimed an "Air National Guard Day". Seven of the town's leading civic groups arranged to hear Air Guard speakers.

Speaking of the Chamber of Commerce, that organization went a little bit further—raised \$117 among its members to donate to the unit fund, and, when the money was presented to Maj. Boggs, the Chamber decided to make him an honorary member and elected him to its board of governors, to boot!

All of that was preliminary. Here are some of the results: For 43 straight days, the 117th received coverage in area newspapers. The celebration itself was covered on radio and television. Citizens thronged to the air station and the theater for the special events. **OVER 60 YOUNG MEN JOINED THE UNIT DURING THIS TIME!** And only last March, 14 college students came to the squadron meeting to "sign up"!

Yes, as a result of good planning and hard work, Hutchinson's Air Guardsmen have gained the notice and respect of their community and a voice in local affairs.

Truly, it is difficult to decide whether the town is more proud of its Air Guardsmen—or its Air Guardsmen are more proud of their town. A happy dilemma!



Maintenance men of the 117th go over every detail of their new B-57 craft.



Maj. Joe Kerch (r) advises Capt. Donald McEachern an fine points of "Canberra".



T/Sgt. Ron Persing checks fuselage and T/Sgt. Henry Pauls inspects tail unit.

• • • The 459th's record is typical of ConAC's fifteen troop carrier wings whose efforts won the coveted

WHEN ConAC won the coveted Daedalian Trophy, symbolic of the USAF Flying Safety Award, it marked a proud chapter in the history of the Air Reserve Forces command.

A new low flying accident rate of 6.2 per 100,000 flying hours during 1957 had been achieved—a magnificent testimony to the members of the Air Force Reserve, who log the bulk of ConAC's flying. The achievement is even more significant due to the realization that the Air Reserve units had undergone transition from Curtiss C-46 *Commandos* to Fairchild C-119 *Flying Boxcars*.

The trophy, one of the Air Force's most highly prized awards, is sponsored by the Order of Daedalians, an organization of WWI pilots, of which Maj. Gen. Charles C. Chauncey, USAF (Ret), is commander.

The award, obviously, reflects great credit on all ConAC's troop carrier wings. Contributing considerably to the command's superb showing was a unit under the deactivated 1AF, and now under the 14AF. This unit is the 459th TCW, supported by the 2259th ARFC, Andrews AFB, Washington, D.C.

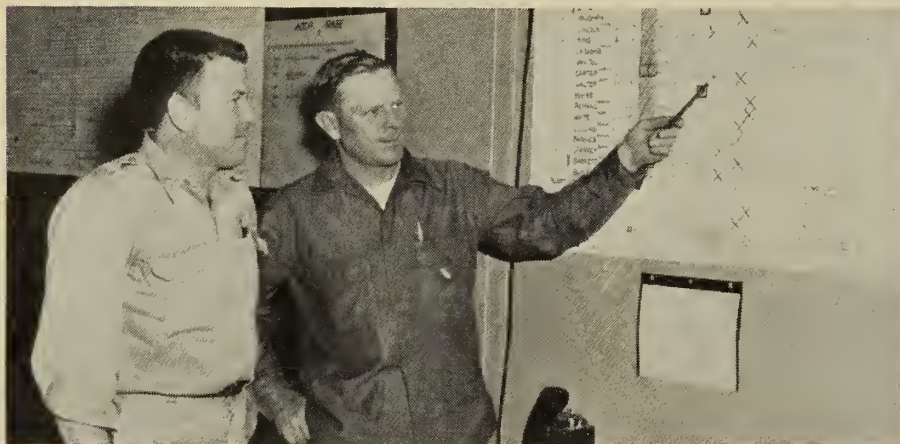
Commanded by Brig. Gen. Ramsay D. Potts, Jr., the 459th has flown over three million miles and 17,000 hours without an accident or incident since its inception in July 1954. The 2259th, commanded by Lt. Col. Horace A. Montgomery, is responsible for the training of approximately 60 reserve pilots in the metropolitan Washington area.

Record Despite Transitioning

The 3½-year period which this record encompasses included two highly hazardous periods of transitioning into unfamiliar aircraft. When the reserve wing was first established at Andrews, they made the switch to the C-46. In Jan. 1957, they changed to the C-119. Periods of transition in any type of plane are more dangerous than ordinary day-to-day operations.

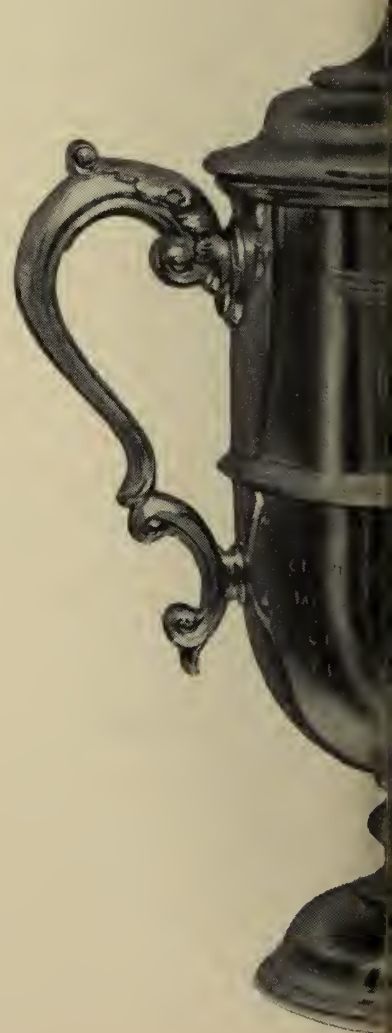
Another factor enhancing the record is that the Washington area has been designated by the Civil Aeronautics Administration as one of the three cities in the U.S. with the highest air traffic density, thereby posing a hazard to flying training. To compound this hazard even further, the District of Columbia is also an area of mixed air traffic with civilian, both commercial and private, and military aircraft—subsonic and supersonic—flying within a concentrated 5-mile area.

In order to achieve and maintain this spotless record, ConAC's units made "skillful use of a comprehensive unit flight safety program designed for diversified flying training activities," Gen. Thomas S. White, USAF Chief of Staff, stated in announcing the award of the trophy to ConAC.



M/Sgt. L. Efta, honger chief, explains a maintenance control system he devised to Mr. J. Mullikin, 756th TCSq aircraft inspector. The new system allows for better manpower utilization and supervision.

Daedalian



Trophy

Maj. Bruce G. Sundlun, commander of the Wing's 756th TCSq and former 459th operations officer, cited several reasons for the record. Gen. Potts has always insisted that the reserve wing and flying center be tough on reservists during instrument and standardization checks, and during checkouts in the aircraft, so that no half-qualified rated personnel slip through. Also, every flight outside the local Andrews area has to be flown on IFR (Instrument Flight Rules) and an instrument approach must be made at the destination. To assure this is done, the aircraft commander must sign a certificate on the Form 1.

Even when a reservist flies local, he must make at least one instrument approach to the field during his flight. Because of these requirements, almost all of the reservists are good instrument pilots as well as having all-around proficiency.

"I believe a large part of the credit for our safety record should go to instructor pilots of the ARFC," said Lt. Col. Campbell Y. Jackson, 459th TCGp commander. "At times, these instructors used rather extreme measures, but I can see now that they were justified."

Col. Jackson feels that even with such a fine record, this is no time to become complacent. "This feat," he continued, "was accomplished largely through the skill of the air crews and the grace of God, so rather than rest on our laurels we have to redouble our efforts to perpetuate this record."

Pilots don't have everything to do with the making of a unit safety record; it also takes those sometimes unseen hands that repair and maintain the aircraft. Many of the flying center and reserve wing officers have mentioned the excellent job the 2259th's maintenance section is doing on these planes.

Contributes to Morale

Close supervision and assistance by ConAC, 1AF and 14AF, under which the unit came on Mar. 25, has led to the section performing a high level of maintenance, along with contributing to the fine state of morale among the maintenance personnel.

The two units, it must be stressed, did not compile these 17,000 hours in the traffic pattern over Andrews. They have participated in many paratrooper drops at Fort Campbell, Ky., and Fort Bragg, N. C., as well as taking part in *Operation 16 Tons* and *Swiftlift*, and the airlifting of CAP and AFROTC cadets.

Their pilots have flown in all types of weather and under diversified loading conditions requiring flying in all parts of the U.S., and over foreign soil.

Four factors have gone into assembling this record for the 2259th and 459th: good maintenance, strict instructor pilots, tight supervision, and the skill of the aircrews.

These essential factors stand as an example of what understanding and cooperation between Air Reservists and assigned military personnel can do—build one of the finest safety records in the U.S. Air Force.



A/2c A. T. Scheffler cleans a C-119 with the Center's new steam jenny. Until its arrival the maintenance section was hampered in inspecting planes. A clean aircraft cuts inspection hours one-fourth.



MAIL BAG

Dear Editor:

I am an AFRes staff sergeant. My current term of service is expiring. I've been administered an AQE but failed to receive qualifying scores for enlistment. May I reenlist in the AFRes.

PLG
Auburn, N.Y.

Yes, provided you possess the 5 or 7 skill level in your primary AF specialty code and reenlistment is accomplished within 90 days from your discharge date. Your AQE scores should be entered on your report of separation at time of discharge and on your new DD Form 4 upon reenlistment.

Dear Editor:

I held a regular AF commission from July 1, 1947 to Apr. 3, 1957, when I resigned and accepted an AFRes commission. What is required of me as a reserve officer?

MOR
Topeka, Kan.

To qualify for retention in an active status, you are required to participate in reserve activities by earning at least 15 points each year, and to accrue service for retirement you must earn at least 35 points each year beginning Apr. 4, 1957 — the date you attained reserve status. Although you signed the reserve oath on Apr. 3, 1957, your reserve status became effective upon termination of your regular commission.

Dear Editor:

A friend of mine was recently advised he is not a member of the AFRes. He says he held an ORC appointment and was never discharged from that status. How can he receive a discharge certificate?

CMN
Wheeling, W.Va.

Discharge certificates, in addition to orders, announcing the termination of a 5-year term appointment in the AFRes are not authorized. If your friend desires a copy of orders effecting termination of his commission, he should write: The Director, Air Force

Records Center, 9700 Page Blvd., St. Louis 14, Mo., which has custody of records of prior service personnel. His letter should include his former rank and service number.

Dear Editor:

I am an active duty airman. How may I be appointed an AFRes warrant officer?

LOG
Rome, N.Y.

There are no provisions whereby an active duty airman may be appointed a warrant officer in the AFRes. Current directives provide *only* for the appointment as reserve warrant officers of those individuals who are members of the AFRes. Information relative to an appointment as warrant officer in the regular AF should be obtained from your unit commander.

Dear Editor:

My brother is a Navy reserve lieutenant commander. Is he eligible for appointment in the AFRes?

WEH
Pensacola, Fla.

The comparable AF grade for a lieutenant commander is major. AFRes appointment in grades major and lieutenant colonel are not authorized at this time. However, a reserve member of another Armed Force may be appointed as an AFRes officer in any grade up to and including his permanent grade not to exceed the grade of captain, AFRes, providing he meets the necessary requirements. A conditional release from the parent organization must be submitted with application and a vacancy in the AF specialty for which application is made must exist within an AF ready reserve unit. The application should be submitted through that unit to ARRC for processing.

Dear Editor:

I've been accepted for enrollment in the advanced course of AFROTC. I understand I must be discharged from my current military status as an Army Reserve corporal and be reenlisted in the

AFRes. Will I be enlisted in a grade equivalent to my Army Reserve grade?

ES
Tampa, Fla.

Yes. In this instance, you will be enlisted as airman first class.

Dear Editor:

I have applied for assignment to the JAG Dept., AFRes, but I wish to retain my present AFSC. Is this possible?

FL
Portland, Ore.

No. An officer assigned to JAG may hold only legal AFSC. All non-legal AFSCs are deleted concurrent with the officer's assignment to that department.

■ MAJOR from page 2

(3) In the event manning capability is less than a specific requirement, excess spaces will be pro-rated among ConAC air forces. These spaces will constitute the recruiting objectives of Reserve units for FY59.

(4) Mobilization positions requiring a currently effective aeronautical rating (rated positions) are to be withdrawn from the Air Reserve Center program. All personnel presently occupying rated Parts II and III positions will be relieved from Ready Reserve assignments effective 30 June 1958. Personnel relieved as a consequence of this change will have the opportunity to compete for non-rated spaces.

It is anticipated that the allocation of Parts II and III will be completed and in possession of ConAC air forces by 5 July 1958. Following this action, reallocation to the numbered Air Reserve Centers will be accomplished by 20 July 1958. Once the alignment has been completed by the Air Reserve Centers non-alignable personnel will be reassigned to non-mobilization training categories. Except as specified in (4) above, reassignment from the Ready Reserve for non-aligned personnel will be effected not later than 14 August 1958. Individuals who cannot be aligned with a mobilization position should participate in the training which is available to personnel in non-mobilization training categories.

It is pointed out that the dates indicated above for the alignment against Parts II and III and reassignment from Ready Reserve status are subject to change. Any changes to these dates will be announced in future issues of *The Air Reservist* as well as official notification being made through ConAC command channels.

THE
RESERVIST



Two-way street



AIR RESERVE RECORDS CENTER

OUR business cannot run on a one-way street," declared Brig. Gen. W. C. Morse, commander of the Air Reserve Records Center in Denver—the unit which handles the master records files of ALL Air Reservists.

The general was pointing out that a recent spot check of records, and the voluminous mail which flows into the Center daily, showed an exceedingly high rate of error both in the address itself, and the contents of the records submitted.

Continuing his "one-way street" theme, the general emphasized that "it is imperative that traffic flow in both directions. Unfortunately, we make mistakes . . . you make mistakes . . . and needless to say this combination does not lend itself to the accomplishment of our respective missions. The compounding of errors leads to a long trail of expensive correspondence."

It was pointed out that administrative services, within ARRC, handles approximately 275,000 pieces of mail per month, or over 3,000,000 a year. When *you*, the Reservist, forget to address your mail completely, or in accordance with current regulations, you actually encourage a "goof-up."

Maintaining current addresses is one of ARRC's biggest jobs and requires the utmost cooperation of all concerned. Prompt completion and submission of Form 512, AF Reserve Change of Address will save time, energy and money. Current statistics show that 1.7 per cent of the address file is in error, which means that some 7,500 reservists are not in touch with the program.

"We find that we do not receive immediate distribution of the orders you (the unit commander) prepare for unit activations, inactivations, changes of address, or changes of assignment from one unit to another," Gen. Morse continued. "Unless we receive this information promptly, an additional workload is generated for both of us."

In processing enlistments of reserve airmen, unit com-

manders can assist ARRC by insuring that all preliminary qualifications have been determined and all documents are correct when forwarded to the Center.

Particularly, the general urged, insure that all items on Form 4, Enlistment Record, have been completed: that physical examination has been accomplished for all non-prior service personnel; that Form 44, Record of Military Status of Registrant, has been furnished to the Selective Service Board for all airmen who enlist under the Critical Skill Program; and that the Airman Qualifying Examination has been administered with scores entered on the Enlistment Record. Form 4's should not be accomplished nor forwarded if the airman fails to attain qualifying scores on the AQE.

Error May Result in Discharge

If an airman desiring to reenlist was assigned to the Ineligible Reserve Section or to the Inactive Status List Reserve Section at time of last discharge, enlistment should be accomplished showing assignment to a Reserve unit. Enlistment should not be accomplished for individuals who were discharged from the Air National Guard for failure to participate, or removal from the state. These individuals revert to status as a Reserve of the AF and become members of the AFRes automatically. Careful determination of grade as set forth in enlistment regulations is a must since erroneous determination may result in the airman's discharge from that enlistment.

Referring again to the individual, Gen. Morse said that "in some cases, we have discharged individuals for 'failure to respond'. Current directives leave us no choice. Then, in comes an avalanche of mail, and the trail of correspondence starts all over again simply because someone failed to recognize the necessity for *prompt* reply to *all* correspondence."

During the recent survey, ARRC found a 13 per cent error

see TWO-WAY page 14



A glimpse of the "avalanche of mail" which is sent each day to the Center. Keep it accurate!



Stat Section processes 125,000 strength card changes a month.



Part of Administrative Services, which handles approximately 3,000,000 pieces of mail each year.

CROSS COUNTRY REPORT

Explorer Community Relations

The 2252d ARFC, Clinton County AFB, Wilmington, Ohio, boasts of more community service activities affecting a tri-state area—Ohio, Kentucky and West Virginia—than the average larger installation, concerning Explorer activities.

Last year, in a 12-month period alone, Clinton County AFB hosted 1,326 Explorers and leaders of the Boy Scouts of America in 12 separate encampments. The Explorers spent an approximate three days at the installation, as well as receiving orientation flights lasting an hour. In addition, they all received instruction in aviation matters and were given demonstrations and base-wide tours.

☆☆☆

Air Reservist Nabs Armed Men

T/Sgt. Karl P. Essigmann of the 9230th Air Reserve Sq, Cambridge, Mass., recently apprehended three armed men who were later found to be wanted by the FBI and state authorities for several crimes.

A trooper, he was named Massachusetts' "State Trooper of the Month," and was awarded a gold watch and commendation in recognition of his alertness and courage in single-handedly apprehending the criminals. Further investigation revealed they had stolen \$25,000 from a midwestern American Express Office.

Sgt. Essigmann has been an active member of the 9230th for the past five years. On several occasions, he has lectured to the squadron. A student of Military Justice, Intelligence Fundamentals, and Basic Personnel Policies, he is presently being recommended for a direct commission in the AF as an Air Police Officer.

☆☆☆

Travel Record Rolled Up

If miles were points, Maj. Lester Earls, a Wallace, Ida., reservist assigned to the 9403d ARSq, Spokane, Wash., would have enough for more than 132 good years.

Maj. Earls logs 115 miles round-trip to weekly meetings at George Wright AFB. Two other members of the Spokane squadron average 100 miles or more per week from their Idaho homes: Capt.

William Colwell of Hope, and Maj. Dale Sanner of Sandpoint. All are on non-pay status, in specialized training—while each has acquired more than 50 points.

☆☆☆

Teenage Tour Sponsored

First in a series of scientific tours for teenagers was sponsored by the 9080th Air Reserve Group, Alameda, Calif.

The Alameda unit—comprising all AFRes squadrons in East San Francisco communities—hosted 29 youths in five groups, under the supervision of high school instructors from the area. The teenagers were taken on an inspection of facilities at the Ames Laboratories, Inc., Moffett NAS, Sunnyvale, Calif., a research firm noted for its developments in wing contours, wind tunnels, and missile components.

Col. Hugh Hockett, AFRes, the 9080th's commander, stated that all youths invited were majoring in scientific subjects. Some were members of a group they call "The Rocket Society."

Purpose of the Air Reserve's interest in the tours, Col. Hockett said, is to encourage high school students to continue their scientific studies. Next objective for a tour is the Aerojet Corp., at Sacramento, Calif.

Air Reservist Article Highlighted in Congress

Lt. Gens. William E. Hall and Samuel Anderson, commanders of ConAC and ARDC, respectively, were commended by Representative Overton Brooks of Louisiana on the floor of the House of Representatives for their joint effort "to better utilize for defense purposes the talents and scientific knowledge of AF Reservists."

Representative Brooks quoted passages from the article "Untapped Pool of Scientists," by Fred Giachino, which appeared in the April *Air Reservist*. The article, which was inserted into the Congressional Record, explains how the AF is making use now of the wealth of experience of its Reservists rather than waiting until the whistle blows. Representative Brooks told the House that the program "is deserving of recognition and praise from Congress."

Des Plaines (Ill.) ARSq Monitors Outstanding CAP Illinois Program

THE 9631st ARSq, Des Plaines, Ill., has met with great success in its efforts to supervise Civil Air Patrol activities throughout Chicago's northwest suburbs.

Reason behind the unit's outstanding record is simple, explained Maj. Laurence A. Bartnek, CAP project officer.

"Persistence is our by-word. That's why we've been able to work with six CAP squadrons.

"Lately, we've had so much success it has been necessary to refuse several prospective CAP units because of their distances from our area. Frankly, we need the aid of other AFRes squadrons in this work."

Maj. Bartnek was given the CAP job three years ago by Maj. Harvey E. Meyer, squadron commander.

"Our men now average 98 per cent attendance as CAP advisors (besides making regular weekly reserve meetings) declared Maj. Bartnek, "and when one can't make a CAP meeting, another substitutes."

Six CAP Squadrons

The CAP squadrons currently being assisted by the 9631st include those at Maine Township, Barrington, Bensenville, River Park, Pal-Waukee, and Palatine. Instructors include Majs. Bartnek, Carl Callihan and Vic Ullman and Capts. Tom Bruketta and Jerry Schwinley. All are rated officers and five of these six have been pilots.

Instruction mainly deals with meteorology, communications, operations, military customs and courtesies, aviation history, and power plants.

Two other reservists, Lt. Col. Ralph Radcliffe and Capt. Julius Clemmons, spend their two-week active duty tours with the Illinois wing of CAP.

Interest such as this in the CAP among today's AF reservists is what will keep the nation's youth strong in aviation enthusiasm for years to come.

Aviation Workshop



Meng



Sherman



Mr. Lerner

Worcester Reservists Monitor Outstanding Space Travel Program

A MOST highly successful Air Force Workshop was completed late last month at Worcester, Mass., sponsored by the 2625th AResC, located at the Worcester Municipal Airport.

Designed to familiarize public and parochial school teachers with air and space travel, the 12-week program was attended by approximately 400 teachers, including 40 nuns. These teachers will utilize the material learned to educate students in air age advancements and to guide them when advising the students of their military obligation.

The speakers all were professional men in their respective fields and they covered such subjects as: SAC, the importance of science education in research, the AF Research Command, CAA and its functions in aviation, the air age, outer space, and utilization of aviation material in teaching.

During the course, the teachers also saw a BOMARC and NIKE missile and their complicated mechanism explained; were given a free airplane ride by Northeast Airlines; and visited L. G. Hanscom Field at Bedford, Mass.

Mr. Charles W. Webb, assistant chief aviation education, Civil Air Patrol, a co-sponsor, declared that this was the largest group of teachers ever to attend an AF workshop.

Speaking to the teachers on opening night, Mr. Webb gave them a list of "did you know's," such as "Did you know that a B-58 cost almost \$8 million; that a modern wind-tunnel cost approximately \$15 million; that one guided missile manufacturer used 19 million square feet of blueprint per year; that an aircraft

parts maker has an electronic gauge so delicate it will measure the depth of a mouse's footprint on a piece of wire; that the control system in a new guided missile has near 1½ million parts; and that an IBM electronic computer used to track a satellite can add and subtract at the rate of 41,800 per second and can multiply and divide in ten digit numbers at the rate of 4,700 per second.

"I mention these bits of facts because I feel that they have some implication for the teachers and for the schools of today," Mr. Webb said.

"Airpower Real Deterrent"

In his opening address, Col. William J. Meng, director of personnel, Hq 8th AF, SAC, asserted that "airpower, strengthened by the marriage of the airplane and the nuclear weapon, exists today as the only real material deterrent to general war." He added that "missiles, no matter how sophisticated they may become, will not replace the manned bomber in the foreseeable future."

"To maintain a professional air force," the colonel concluded, "and produce the necessary weapons and continue research, it is necessary to stimulate an interest and desire in youngsters to enter the technological fields. It is up to the teachers to impart to their students an understanding of the impact of the air space age on all of us."

Other speakers included Dr. Herbert Sherman and Mr. Robert M. Lerner, both of MIT.

Lt. Col. Thomas J. McGrath, cmdr, 2625th AResC, Dr. Leo Doherty, Superintendent of Schools, Worcester, and Monsignor John J. O'Brien, Superintendent of Catholic Schools, Diocese of Worcester, were hosts for the seminar. Lt. Col. Myles F. Costello, executive officer, 9047th ABGP, was project officer.



Holy Cross ROTC Class

Teachers Visit
BOMARC Missile



The Worcester teachers (note nuns) who participated.

Favorable Progress Shown By ART Program Increases

Continental Air Command reports that the implementation of the Air Reserve Technician program at the 23 locations listed in the May 1958 issue of *The Air Reservist* is proceeding at a very favorable rate.

Announcement of examinations is presently in process for a majority of the airmen level positions, with most officer level examinations also having been scheduled for announcement the first of this month.

As of May 21, approximately 250 Air Reserve Technicians were on the job with increases of 100 per week expected for the immediate future.

Air Reserve General Speaks On Traffic Control in Berlin

The aviation world must decide on a set of ground rules before it can solve the air traffic control problem, Brig. Gen. Peter C. Sandretto (USAFR), research officer for the International Telephone and Telegraph Corp., told a scientific meeting in Berlin, Germany, last month.

However, the IT&T executive ruled out any program which would create an international air traffic control "czar" or dictatorial agency. He was the first American invited to deliver the keynote speech to the annual meeting of International Committee for Radiolocation.

■ RESERVISTS from page 6

The amazing new use for the gyroscope was sponsored by the AF in conjunction with the Instrumentation Laboratory and Bedford Flight Facility of MIT.

Cols. Collins and Buxton actually flew the aircraft at the controls only during takeoff and landing. Col. Buxton stated that even the takeoff and landing phases could be made automatic with only minor modifications in this system.

During the flight, the IGS kept the huge *Stratocruiser* — AF version of the JC-97A — on the Great Circle Route course from Boston to Los Angeles, even through wind shifts and the turbulent air encountered.

Col. Collins, Flight Facility manager, said, "We flew from a low pressure area through a high pressure, into another low, and penetrated a front before arriving in Los Angeles. The winds encountered on this course, due to such weather, ranged from headwinds through tailwinds and back to headwinds again."

"Due to the weather encountered," Col. Buxton, Flight Facility chief pilot, added, "very little of the ground was seen, except during takeoff and during the last 100 miles prior to landing in Los Angeles, due to the undercast or the actual clouds through which the plane was flying."

Eric Severeid, noted CBS news analyst, accompanied the flight and photographed the entire mission. A full, in-flight account of this historic flight was presented in documentary form on the CBS-TV program, "Conquest," Sunday, Apr. 13.

Television viewers witnessed a prime example of Air Reserve members in action. These reservists, who work at their civilian jobs all week and who participate in Reserve activities one weekend a month, are doing much to further the security of the U.S., as well as the future of American aviation.

■ TWO-WAY from page 11

in Form 190, USAF Reserve Personnel Record Card.

"This rate is much too high for this document," declared Gen. Morse, "for it is utilized as the basis for substantiating such items as retired pay and uniform allowances, and is considered by every ROPA promotion board."

Specific examples of errors are: simple mistakes in addition, lack of certification, improper award of points, incorrect proration of gratis points, posting periods of active duty, and general illegibility.

"Our business, as mentioned before, cannot run on a one-way street," concluded Gen. Morse, "therefore, we ask you to be sure that the information for file in your master personnel record is correct and up-to-date."

It's for your own good!

OPERATION *Space Problem*

A STUDY of space satellites recently was completed by Flt D, the Research and Development unit of the 9545th ARSq of Philadelphia.

Operation "Space Problem", as it was designated, took two months of intensive research on the part of the 30 assigned reservists to complete. The basis for the study of satellite uses and their effects were encompassed in four major sections established by Air Research and Development Command. They were: (1) Requirements for the control of space, (2) Military benefits from space operations, (3) Benefits to the AF and to the U.S. obtainable from manning space satellites, and (4) Benefits to the AF and to the U.S. obtainable from an operational base on the moon.

In developing the reports received from personnel under his command, Col. Edward J. Perkin anticipates a comprehensive cross section of opinion of great value to ARDC.

Composed entirely of professional engineers, physicists and psychologists, Flt D is the only AFRes research and development unit in the Delaware Valley. Its commander, Col. Perkin, is the project engineer for guided missiles for the General Electric Co. of Philadelphia in civilian life.

Studying a space problem are, l to r, Lt. Joe I. Willford, Lt. Col. Charles F. Carrall, Col. Edward J. Perkin, Maj. Jack Spencer, Capt. J. Visceglia, Lt. Ed Sherman, Maj. Joe Mahler.



Pentagraphs

Reg AF Slots Open: Aviation Cadets who train under a quota established by the ANG and are designated "distinguished" graduates may be released from their ANG service agreement, if they desire to apply for appointment in the Regular AF. Arrangements have been made with Hq ATC to notify the NGB when a trainee is to be designated "distinguished." The NGB, on receipt of notification, will query the Adjutant General regarding release of the trainee. This information will then be furnished Air Training Command.

☆☆☆

NCO Preparatory Training Course: In the May 1958 issue of *The Air Reservist* (Pentagraphs) it was stated that ANG had been allotted spaces in the MATS and ARDC NCO academies for FY59. Along this same line, TAC is also sponsoring an NCO preparatory training course. A limited number of spaces will be allocated to the ANG for attendance at various bases in the United States. Duration of the course will vary from three to four weeks. Class schedules have not yet been announced. Each State should select two eligible individuals to attend and forward completed applications to the NGB in accordance with ANGR 50-05.

☆☆☆

safer Landings: Use of foam blankets on runways for landing aircraft with inoperative gear has continued to reduce fire hazards and minimize damage. A recent IG study revealed that of 24 reported cases in which foam was used, fire occurred in only one; conversely, in 34 gear-up landings without foam, fire occurred in seven cases. Evidence seems to indicate that the foam also acts as a lubricant and thereby minimizes damage and injuries.

☆☆☆

New Bomarc Tests: USAF and Boeing will soon begin a new test series on an improved model Bomarc which will have a range of over 400 miles. Tests will be conducted at the AF's missile test center, Cape Canaveral, Fla. The pilotless interceptor is an advanced model incorporating significant technical changes. The objective of the first portion of the new test program is to achieve high standards of reliability and performance rather than experimentation and evaluation of engineering design. An estimated 35 to 40 missiles are to be fired in the test series.

☆☆☆

Waiver of Retired Pay: P. L. 85-376 (85th Congress) amends P. L. 85-56 to the extent that a reservist drawing non-disability retired pay may receive VA compensation or pension provided the individual waives an equal amount of retired pay. Under previous laws, the waiver privilege was open to all retired members of the Regular Armed Forces, but to reservists only if they were retired for physical disability. The new law gives equal waiver privileges to all veterans receiving retired pay for either Regular or Reserve military service. However,

VA indicates that Reservists must be otherwise eligible for compensation or pension to take advantage of the waiver. The Act became effective May 1, 1958.

☆☆☆

AF Trophy: A new award, the Koren Kolligian, Jr., trophy, will be presented annually to the USAF pilot or aircrew member who most successfully copes with an emergency in flight. It will consist of a bronze statue of an AF jet pilot. Presentation will be made in the name and memory of 1st Lt. Koren Kolligian, Jr., who was lost in a T-33 off San Francisco, Calif., in 1955.

☆☆☆

Aircrew Positions: ConAC's authority has been extended by Hq USAF to June 30, 1959 to man aircrew positions in the grade of lieutenant within Category A units. Action is based on unsuccessful efforts to recruit lieutenants for openings. Captains filling lieutenant slots will be removed as lieutenants become available.

☆☆☆

AF Commendation Ribbon: A new and distinctive AF commendation ribbon will be available on or about Dec. 1, 1958, according to AFGO Nr 16 (Mar 28, 1958). The ribbon will be worn preceding any or all commendation medals awarded an individual prior to Mar 24, 1958. It consists of a predominately yellow field with blue edges and four narrow bands of blue proportionately spaced in the center. The medal itself, however, will not be available for issue until about Mar. 1, 1959. Should any individual be awarded a commendation after the effective date (Mar. 24, 1958), the present green ribbon may be worn until such time as the new ribbon becomes available.

☆☆☆

Equivalent Training: ConAC Bulletin No. 9, paragraph 2, dated 28 February 1958, states specifically that equivalent training, in lieu of unit training assemblies missed incident to performance of tours funded from reserve personnel appropriations, will be denied. Accordingly, equivalent training may not be authorized in connection with active duty tours performed in support of *Operation Swiftlift* which conflicts with unit training assemblies.

☆☆☆

AFRes School Training Program: Air Staff Message, AFPTR-RT 20/58, dated Feb. 27, 1958, sets 1 July 1958 as effective date for implementing paragraphs 2b and 6 of AFR 50-41, "Air Force Reserve School Training Program." It further advises that reference to the Reserve school program be deleted from AFR 50-11.

☆☆☆

SAC Survey: The USAF has announced that survey teams from SAC will conduct a nationwide survey of civil airports. Data accumulated will be evaluated to determine total existing airport assets of the nation in case of a national emergency. No expansion or military construction is contemplated by USAF.

☆☆☆

Salvage Program: The AF intends to salvage 45 excess and obsolete TB-47 (training) medium bombers during the next few months. AMC will do the salvaging under established procedures. Serviceable parts will be removed first for further use by the AF, and the residue will be sold as scrap.

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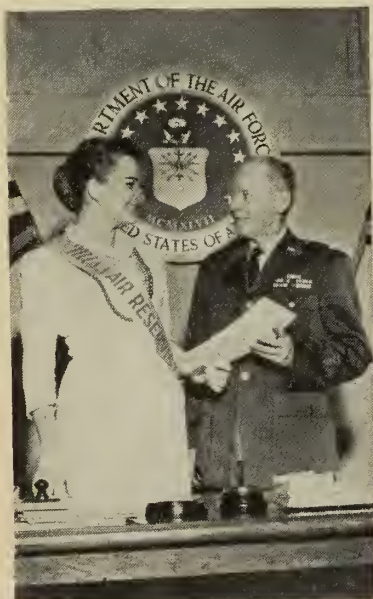
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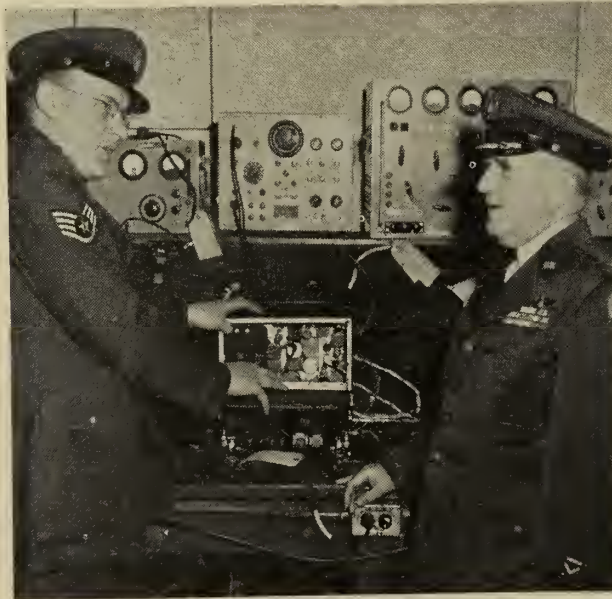
Lt. Gen. Manuel J. Asensio, AF comptroller, is host to a group of comptroller reservists who visited Washington and toured the Pentagon. In the photo above are shown, left to right, Col. William M. Kricher, Gen. Asensio, Col. Stanley Kedzierski, and Col. Joe Hoover.



Last month, the Passaic County Bank & Trust Co. of Paterson, N. J., saluted the local 9258th ARSq with a huge Air Force exhibit in the bank's lobby. Admiring the display are, l to r, Capt. Frank A. Sickinger, Cal. Daniel T. Lieblich, and Norman Broseler, bank executive.



Before retiring with 26 years service, Lt. Col. Arthur L. Clark, cmdr, 2621st AResC, Richmond, Va., honored Robin Williamson as "Miss Air Reservist."



Here, S/Sgt. Gilmon D. Knutson, on electronic navigation equipment expert, and for more than a year, top man at all in his AFSC score, shows equipment to Col. Gordon Hamilton, cmdr, 106th Maintenance and Supply Gp, NYANG. Sgt. Knutson also is a group member.



The 9083d ARGp, Pasadena, Calif., has elected Sheri Rice as its candidate for "Queen of Pasadena". And, she is only "15½ y'ors old", too Weeeelllll

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"The Air Reserve Role in Tactical Air Command," by Gen. O. P. Weyland . . . page 3

THE AIR *Reservist*

VOL. X — NO. 7 JULY 1958

AIR FORCE RESERVE • AIR NATIONAL GUARD
AIR FORCE ROTC • CIVIL AIR PATROL
EXPLORERS, BSA

Lt. Gen. William E. Hall
Commander, Continental Air Command

Col. Blake C. Miller
Chief, Office of Info. Svs., ConAC
EDITOR

Lt. Col. Joseph H. Friedmann
ASSOCIATE EDITOR

Fred E. Giachino

STAFF WRITERS

T/Sgt. Earl C. Nelson, Earl E. Lane

The Air Reservist is an official publication of the Directorate of Internal Information, Office of Information Services, Continental Air Command, approved by the Secretary of the Air Force as the medium for the AF Reserve, the Air National Guard, AF ROTC, Civil Air Patrol, and the Explorers, BSA.

Editorial Office: The AIR RESERVIST
OIS, Hq ConAC, Mitchel AFB, NY

If you know any member of the AF Reserve not on active duty, who is not receiving this magazine, advise him to report that fact, including his full name, rank, service number, plus old and new home addresses to "The AIR RESERVIST," Air Reserve Records Center, 3800 York Street, Denver 5, Colorado.

Air Guardsmen not on active duty receive copies of this magazine through their unit of assignment.

Material contained in the AIR RESERVIST is indexed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by the Secretary of the Air Force and the Director of the Bureau of the Budget 15 July 1955.

COVER: An F-100D completes the first successful Zero Length Launch of a supersonic jet, demonstrating how fighter-bombers can be launched from remote sites minus runway. F-100As and F-100Fs have been phased into the AFNG.

Encampment Changes

Latest changes in AFRes Summer Encampment dates and sites (chart in May issue of *The Air Reservist*) are listed here:

The 349th TC Wg, Hamilton AFB, Calif. dates changed from 30 Aug-13 Sept. to 2 Aug. 16 Aug; Det #3, 12th AACS (M), G. Wright AFB, Wash. from 16-30 Aug. to 26 Jul-9 Aug.; Det. #6, 12th AACS (M), Norton AFB, Calif. from 26 Jul-9 Aug. to 16-30 Aug.; Det. #1, 11th AACS Sq (E&I) from 13-27 July to 3-17 July; Det. #1, 13th AACS (M) 31 July-14 Aug. to 31 Aug-14 Sept.; and the 302d TC Wg, Clinton County AFB, Ohio from 15-29 Aug to 10-24 Aug.

Also the 631st USAF Hospital, San Francisco, Calif. will train at Hamilton AFB instead of Parks AFB, Calif.; and the 445th TC Wg, Dobbins AFB, Ga. will train at Memphis, Tenn. instead of Ellington AFB, Tex.

command news

NEW AIRCRAFT SLATED FOR AIR FORCE RESERVE

A number of C-123 Fairchild *Avitrucs* are scheduled for delivery this summer to the 445th Troop Carrier Wing at Dobbins AFB, Ga., and Memphis AFB, Tenn., the only Air Reserve troop carrier wing, at present, slated to convert to the C-123.

All 15 Air Reserve wings are now equipped with the C-119 Fairchild *Flying Boxcar*.

An assault transport designed to operate from short fields, the C-123 carries a 2-man crew, is powered by twin 2500 horsepower Pratt & Whitney's, has a top speed of 240 mph, a ceiling of over 25,000 feet, a better than 3000-mile range and a cargo capacity of 16,000 pounds or 60 troops.

ConAC currently operates some 596 aircraft, of which 562 are C-119's.

CEREMONY MARKS CLOSE OF FIRST AIR FORCE

Cryptic figures—17-2-27? To the uninitiated, yes, but in the military an indication of longevity. *Seventeen years, two months and twenty-seven days!* That was the final count for First Air Force, Mitchel AFB, NY on the afternoon of June 23, 1958 when the last order of the day was read.

Time, tide and a measure of economy—\$2.2 million, to be exact—called for the inactivation of 1AF, and the consolidation of its 8 Air Reserve Flying Centers and 35 AResCs in the 15 northeastern United States with 14 AF, Robins AFB, Ga.

1AF began its varied and colorful career when it opened its doors at Mitchel AFB on March 26, 1941. It saw commendable service with two tactical commands under its wing—1st Fighter and 1st Bomber Commands. 1AF's seven Reserve wings also compiled an excellent record during the Korean War.

No one remembers what kind of day it was on March 26, 1941, but 17 years, 2 months and 27 days later it was a nostalgic June day. First Air Force, under the command of Maj. Gen. John H. Ives, took its last honors at Mitchel's parade ground in a retirement ceremony fit for anyone with long and distinguished service.

MINIMUM MANNING CRITERIA STRESSED

ConAC will adhere closely to manning criteria in determining unit designation in the future. A minimum strength of 100 members was placed on AFRes squadrons several years ago. Henceforth, anything under 100 members will be designated as a flight, with a minimum of ten. It will take from three to seven squadrons to rate a group designation.

AIR RESERVE REORGANIZATION TO IMPROVE CENTER PICTURE

A major reorganization of Continental Air Command's non-flying Air Reserve Training Center Program is being effected July 8. The action provides for the activation of 16 Air Reserve Training Wing headquarters reporting to the numbered air forces within ConAC. These Wing headquarters will command 82 Air Reserve Centers.

Under the old organizational set-up, ConAC's three air forces supervised 93 Air Reserve Centers dispersed throughout the country. The centers in turn supervised approximately 1,000 Reserve units. This organizational structure created excessive supervisory span of control problems for ConAC's widely dispersed air forces because of the number of Reserve units involved, their wide variety of missions, and geographical dispersal. The problem was further compounded by inactivation of ConAC's 1AF at Mitchel AFB, N. Y., which supervised Air Reserve training activities in 15 northeastern states.

The new program has resulted in permanent party authorizations being reduced at 11 centers, the discontinuance of 7 Air Reserve groups, the relocation of one and the activation of another. In addition, 49 Air Reserve squadrons have been discontinued and six others have been relocated. However, no training locations will be eliminated as a result of the reorganization. At each installation where an Air Reserve unit is discontinued or relocated, Reservists will either be reassigned to existing units at the same location, or an Air Reserve flight will be concurrently organized.

These unit changes will not increase manpower spaces or reduce the number of authorized Reservists training at the specific locations. Civilians affected by the changeovers will be given the opportunity to transfer to new locations. Henceforth,

see REORGANIZATION page 14

The Air Reserve Role in Tactical Air Command

by Gen. O. P. Weyland
Commander, TAC



At no time in the past 200 years has the Reserve Forces "minuteman" been so important to this nation as he is in the U.S. Air Force today.

In recognition of this, our entire concept of Air Reserve Forces has undergone tremendous change in the past few years. There was a time when Air Force Reserve and Air National Guard units with an M-Day assignment to Tactical Air Command were equipped with obsolete aircraft, of little combat value to the active service—merely to keep their pilots current.

Today our tactical reconnaissance units are receiving modern jet aircraft right off the factory assembly line.

F-100 in AFNG

The standard fighter in Tactical Air Command is a North American F-100. At this moment, pilots in one ANG unit also are flying the F-100. In the troop carrier field, the Fairchild C-119 is still in use in the Air Force as well as in the Air Force Reserve; also, the tactical bomber in my command at this time is the Martin B-57. A number of them have already gone into select TAC Reserve Force Wings, and will soon be converted by the units to reconnaissance bombers.

Prior to the Korean conflict, Reserve Forces were hardly more than paper organizations, with little immediate combat capability. With the outbreak of the conflict in Korea, thousands of Air Force Reservists and Air Guardsmen were recalled to fill the blanks in these paper organizations.

As the Air Commander during most of this so-called limited war, I had an excellent opportunity to evaluate the worth and importance of our Air Reserve Forces. Without them, we would have been in serious difficulty, for our Regular Tactical Air units had been critically depleted since WWII. Many of our AFNG

and Air Force Reserve units have missions which require a reaction time within minutes of their active duty counterparts. The assignment of such an immediate role in national defense would not be possible had not the capability of these forces undergone a change in recent years.

Perhaps it could best be explained in this way: we have taken the "minuteman's" rifle out of the armory and once again installed it over the fireplace. The word "minuteman" is a reality again today, just as it was in colonial times when the individual militiaman stood guard against all enemies on a moment's notice.

Perhaps the best example of this would be the AFNG Interceptor Wing which stands runway alert under the control of Air Defense Command. It is quite possible that the first man to meet an attack over United States territory will be an Air Reservist defending his own city.

The keynote of Air Reserve Forces must be an instant readiness. If there is going to be an Air Reserve Force, then it must be one upon which we can depend for immediate action in time of need.

Assignment to TAC

At the present time, there are five regular Air Force troop carrier wings in my command. In the Air Force Reserve there are fifteen troop carrier wings and they all have M-Day assignments to TAC. There are four reconnaissance wings in Reserve components with similar assignments, plus a number of Tactical Combat Support Organizations.

The majority of the people who make up these wings are exceptionally well-trained, and have had considerable duty in the regular establishment. Many of them have fought under my command in two wars. The skill level represented in

these units is quite comparable to the Regular Air Force.

Just as the Interpreter Units are active on a daily basis, so are the troop carrier units. The Air Reserve troop carrier units assigned to TAC fly more than 2,000 hours monthly, airlifting high priority cargo and participating in field exercises with the USAF and U.S. Army.

Without such Air Reserve Forces, we would be forced to maintain additional Regular units. Cost-wise, this would mean additional air base facilities and their accompanying maintenance costs for the regular establishment. Naturally, the Air Reserve Forces fly from air bases, but we do not have to maintain costly on-base facilities or housing for these people.

\$15,000 per Airman

Add to this the monthly salaries for the combat and support element of active duty personnel, compared to the salary for 63 annual training days of the reservist, and the cost increases fantastically.

Every armed forces trained reservist has a dollar value to the taxpayer. In the Air Force we spend \$15,000 per airman, on the average, to train him in the necessary technical skills. Pilots come at a staggering cost. Second lieutenants fresh from ROTC and pilot training represent an investment of \$163,000. We may have a half-million dollars invested in his training a few years after he enters service.

The Air Force Reserve and Air National Guard are the only means available to us to salvage this tremendous training cost and the irreplaceable skills when officers and airmen leave the regular establishment. I have high hopes that the recently approved legislation for higher pay of skilled men will go far toward solving this problem of personnel turnover.

see AIR RESERVE page 14

JAGD M-Day Reserves To Be Increased Soon

A substantial additional number of Parts I and II mobilization assignment positions for JAGD Reservists will be announced soon. Extracts of pertinent provisions of ConAC Bulletin 24, 14 June 1957 are quoted for all lawyer Reservists interested in applying for these positions:

"5. *Assignment and Classification of Reserve of the Air Force JAGD Officers.* a. Headquarters USAF has concurred in the following Continental Air Command recommendations for adoption within all major air commands:

- (1) Manning of Ready Reserve positions (AFSCs 7816 and 7824) of all major air commands will be limited to Reserve officers who have been appointed in or assigned as Reserves of the Air Force, Judge Advocate General's Department.

* * *

- (3) Reserve officers appointed in or assigned as Reserves of the Air Force, Judge Advocate General's Department, will not be assigned to any Ready Reserve positions other than those calling for AFSCs 7816 or 7824.

- (4) Reserve officers who possess

Magazine Now at Mitchel

The editorial offices of *The Air Reservist* have moved to Mitchel AFB. Copy and correspondence should now be addressed to:

The AIR RESERVIST
Office of Information Services
Hq Continental Air Command
Mitchel AFB, N. Y.

AFSCs in the 78 career field but who have not been appointed in or assigned as Reserves of the Air Force, Judge Advocate General's Department, will not be assigned to Ready Reserve positions in AFSCs 7816 or 7824. These officers may be assigned to Ready Reserve positions in other AFSCs, particularly those AFSCs in which their legal experience may be utilized.

* * *

For further information as to procedure for assignment to the Department, Reservists should write to the Staff Judge Advocate of the numbered Air Force in their area.

Instructor Improvement Course

Air University will conduct a new 2-week academic instructors course on Sept. 2-12. Each AResC will select one individual to represent them in this Instructor Improvement Program.

Reservists to Undergo Small Arms Training

All reservists in Categories "A" and "B" are scheduled, later this year, to undergo a Small Arms Marksmanship Training Program with nationwide competition contemplated at the conclusion of the program.

The objective of the training program will be to qualify all ready reserve AF personnel (except those classified as non-combatant) at the Marksman level, and those in listed special categories at the Sharpshooter level.

Reservists who do not have an assigned weapon (such as those in the Air Reserve Centers) will fire the .22 caliber rifle, while Air Police, air crew members, personnel assigned to base defense, and those in investigative assignments will fire the .45 caliber pistol and later, the .38 caliber revolver.

It is expected that by September, special kits will be issued to all units for instructors' use. These kits will include all the latest techniques in learning the proper method of firing the various weapons.

The Bureau of the Budget has allocated approximately \$200,000 for the purpose of purchasing special ammunition.

Capt. McAllister Rhodes, a Regular AF training officer assigned to Bakalar AFB visited ConAC Hq at Mitchel AFB, N. Y., late last month to assist in finalizing the program.

CAP Exchange Program Slated This Month

A group of 145 U.S. teen-agers, all Civil Air Patrol cadets selected to take part in the International Air Cadet Exchange on the basis of character, performance and honor, converge on Washington, D.C. the middle of this month on the first leg of an all-expense paid flying trip abroad.

From there, the cadets fan out to 21 friendly foreign nations in Europe, the Near East, and North and Latin America. Twenty-five go to Canada and a similar number to Great Britain. The Air Cadet League and the Air Training Corps of these countries send the same number of cadets to the U.S. Five young men are exchanged with each of the other participating nations which include Belgium, Brazil, Chile, Cuba, Denmark, France, Greece, Israel, Italy, Mexico, the Netherlands, Norway, Peru, Portugal, Spain, Sweden, Switzerland,

Turkey and West Germany.

In turn, the visiting foreign cadets will, upon arrival in the nation's capital, attend detailed briefings by AF and State Dept. officials, after which sightseeing will be the order of the day. The young ambassadors will then head for N.Y.C. where they will be honored at a reception by Ambassador Henry Cabot Lodge at the United Nations. Also on the program is the annual CAP National Drill Competition at Rockefeller Plaza.

Before returning to their homelands, the visiting cadets will be guests for 10 days of CAP wings in the following states: Maryland, Utah, Massachusetts, Idaho, North Carolina, Michigan, Louisiana, Tennessee, Illinois, New Jersey, Montana, Oregon, Ohio, Wisconsin, Colorado, Minnesota, Pennsylvania, California, Texas and the District of Columbia.

Official Welcome



Vice President Richard M. Nixon greets visiting foreign cadets on the steps of Capitol.

Air Reserve Navigation

Winners

8507th NTS Team Captures ConAC Trophy at Miami

MODERN navigation methods have traversed several hundred years of time and trial in their development since the days of Columbus, Marco Polo, and Ferdinand Magellan, but it takes a good navigator to hit the target.

Recently, four Texans climbed into a 20 year old C-47 aircraft and plotted a course that would have made their historically famed counterparts proud—in so doing, won themselves the ConAC crown for navigational proficiency (see photo).

By civilian occupation these Texans were: a dairy farmer, post office employee, an engineer, and a salesman. Collectively, they rated as the best team of navigators in the USAF reserve as judged by the second annual Reserve Navigation Competition sponsored by ConAC last May.

Winning team was 14AF's (now 8507th Nav Tr Sq from Dallas Naval Air Station, Texas (Hensley Field). Second, third and fourth places went respectively to the 8500th Nav Tr Sq from Hamilton AFB, Calif. (4AF); 8496th Nav Tr Sq, Mitchel AFB, Ga. (1AF; now 14AF); and the 1st Nav Tr Sq, O'Hare International Airport, Chicago (10AF).

Celestial Run

The teams arrived at Miami's 2585th AFRC on Saturday, May 17th. The very next day they got down to business when the TC-47's—airborne navigation classrooms—put wheels up for the first mission of the competition, a night celestial run. However, only 1AF finished that night due to thunderstorms along the coast. A make-up mission was run off the following night for the 4th, 10th, and 14th teams. At completion of the first mission, all four teams were neck-and-neck for the lead with not more than a 10 mile circular error between first and last place (circular error is the radius of the circle in relation to the target at time of ETA).

Each team brought four navigators—

three primary and one alternate. The primary navigators each took a turn at being lead navigator for one of the three missions flown. Regular AF navigators acted as umpires with each team, and they too alternated with each flight.

On Tuesday afternoon, a day celestial mission was flown. It was this flight which split the team standings down the middle and put the 4AF team in the lead over 14th by a scant one-point edge.

The final mission was a LORAN flight. The four TC-47's departed Miami within minutes of each other on mid-afternoon Wednesday. They flew out over the Atlantic—100 miles beyond Nassau before turning north on the second leg. Then they traveled 150 miles before turning again. This next and last leg of the trip would tell the story. Flying west now, the lead navigator had to give his final ETA to the umpire not less than 20 minutes before reaching Grand Bahama.

Errors Charged

Any error on the part of the lead navigator would count 50% of the final score. The team's two follow navigators were charged 25% each for their errors on a follow-the-aircraft basis. Once the final ETA was handed to the umpire the die was cast.

The sun settled in the western sky as the planes neared Grand Bahama. The job was over and the umpire's stopwatch would now settle the competition. When the time was up, only one aircraft found itself nearly upon Grand Bahama. It belonged to the 8507th From Hensley Field.

When the final results were tallied, 14AF had won the contest by a seven point margin.

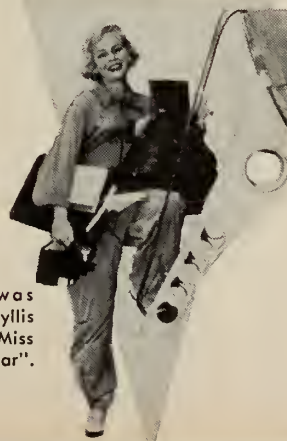
On Friday night an awards presentation banquet was held at the 2585th Officer's Club. Among those at the head table were Maj. Gen. Homer L. Sanders, vice cmdr, ConAC; Brig. Gen. Julian M. Chappell, dep c/s for Operations; and the exercise commander and host for the competition — Col. Guilford R. Montgomery, cmdr, Miami ARFC.

Col. Montgomery introduced Gen. Chappell who thanked the participating teams and the various officials who had taken part in the planning and operational phases of the competition.

see NAVIGATION page 6



Winners of the AFRes Navigation Meet, l to r, Capt. J. A. Murphy, Ed Havran, W. A. Reimer, and Lt. Dan Regan.



Competition was spiced by Phyllis Keene, 1958 "Miss AFRes Navigator".

Short Bursts

GUIDED MISSILE INSIGNIA: Deciding that missilemen merited special recognition, AF C/S Gen. Thomas D. White personally backed new insignia for officers and airmen assigned to or who work closely with missiles. New insignia will be worn vertically at center of uniform's left pocket. Criteria will be itemed in a new "35" series reg.

SABRELINER: New jet utility trainer — a twin-engine jet capable of cruising at 500 miles an hour — has rolled off North American's assembly line ahead of schedule. Designed and manufactured to meet an AF requirement for a combat readiness trainer, the Sabreliner can be operated for one-third the cost per nautical mile of such prop-driven aircraft as the C-47 or B-45. In addition to a pilot and co-pilot, it will carry a minimum of four passengers and can be modified to carry ten. It can be used for utility operation to carry high priority cargo, navigation and radar training, a tow plane for aerial gunnery targets, as well as a combat readiness trainer.

GI BILL REVIVED: A bill calling for educational benefits for servicemen, regardless of whether they served during peacetime or war, has been introduced in the House of Representatives by Rep. James Fulton (R-Pa.). The proposal would allow post-Korean Conflict veterans, who served 90 days or more on active duty, to begin school training within three years after discharge.

AIR EXPLORER PROGRAM: USAF Directorate of Information Services has been given the task of monitoring the Air Explorer Program worldwide. ConAC still has overall program responsibility.

NO BULL: The Director of Guided Missiles, Department of Defense, has approved the popular name "GOOSE" for the Fairchild SM-73 missile. This missile has been formerly referred to as the "BULL GOOSE."

SHORTER SALVOS: USAF will once again join Kiwanis International in observing Kids' Day, Sept. 27. Major commands will receive special kits from Kiwanis International for dissemination to subordinate commands...CBS-TV "Airpower" series, now on a return showing nationally, will run weekly through Oct. 19. Kinescope will be available to the AF after October...Department of Defense has named the AF as service coordinator for all military participating in the 1958 American Legion Convention, Sept. 1-4, in Chicago, Ill. Maj. Gen. Robert E. L. Eaton, 10AF commander, has been designated as overall coordinator...The Douglas C-133 transport aircraft has been assigned the official name, "CARGOMASTER."

■ NAVIGATION from page 5

He also spoke about the continuous effort on the part of ConAC to obtain newer and better navigational equipment, including planes. He praised the Navigator Training Program and in particular the assembled navigators who won their respective air force elimination meets. Gen. Chappell then introduced Gen. Sanders, who presented the awards.

First award was a commendation certificate to Maj. Wilmer F. Kirkwood of the Hamilton AFB navigation team for having obtained the lowest circular error in the entire competition—1.7 miles.

Individual Trophies

Next award was that of individual trophies for members of the winning 14AF team. They were presented to Capt. James A. Murphy, team captain; Capt. Wilbur A. Reimer; Capt. Edward F. Havran; and Lt. Daniel C. Regan.

Third award—a permanent trophy—was accepted by Capt. Dennis M. Mergo, chief navigation instructor for the 8507th on behalf of his squadron. The final award, the ConAC rotating trophy for the navigation championship was accepted by 14AF's Capt. Martin (Shank) Scheinkman on behalf of Maj. Gen. John W. Persons, who was unable to attend.

Due to the recent reorganization of ConAC's numbered air force areas, Hensley's navigators will be a formidable part of the 10AF for next year's competition. Holding the prized and handsome rotating trophy possessively in his arms, Capt. Scheinkman looked about him with genuine concern and said: "It occurs to me that the very team that won this trophy for 14AF could very well take it away from us next year and give it to the 10th!"

Your AF Service Number Is Your Identity—Use It!

Inclusion of your Air Force Service Number (AFSN) in all correspondence to the Air Reserve Records Center, Denver, Colo., has become imperative, ARRC stated, because of a change in records' filing.

Such filing now is on a terminal digit system, replacing alphabetical filing by name. ARRC also pointed out that omission of AFSNs delays replies to correspondence and increases the workload at the Center.

INCLUDE YOUR SERVICE NUMBER!!!

The Reservist and His

by Col. E. G. Morrison

A GREAT many companies have said officially that they support the Reserve program.

But despite the fact that top echelon executives indorse it, an alarming number of immediate supervisors and foremen for whom the reservists work are against it. Therefore, notwithstanding a favorable company policy, many reservists must perform their military duties under a definite handicap.

In some cases, reservists prefer not to tell their employers about their participation in the program because they think it may hurt their chances for job advancement.

The purpose of this discussion is to point out several primary objections or misunderstandings which employers and supervisors have about the Reserve program and then explain them away with facts. Perhaps the information can be put to good use by reservists.

Static from Employer

Many employers or supervisors ask, "Why should I hire a reservist? He may be called to active duty at any time. Therefore, his side military duties can interfere with his career as well as my business or job."

The answer to that one is easy. Reservists are not subject to recall unless, in the case of the Ready Reserves, the President declares a national emergency and orders the reservists to active duty. Those who are not Ready Reservists can only be called to active duty after Congressional action. If things are serious enough for the President or Congress to declare such an emergency, then it must be assumed that our country is in a position where it must fight for its life. In that case, all of us will be mighty happy to have a skilled Reserve Force ready to help win that fight.

Another area of misunderstanding is the somewhat related one of reentering the service during peacetime. The only way a civilian enlisted reservist can become a member of the active military establishment is through regular recruiting office channels. And the only way reserve officers can enter active military duty is to volunteer. Even then there



must be a need for that officer's particular rank and skill that can't be filled by officers already on active duty. A reservist, therefore, is little more vulnerable for active duty than a non-reservist—either by choice or as a result of a national emergency.

Many believe that the Reserve program competes for an employee's time. In most cases, that is not true.

Much of the Reserve program is geared to a reservist's civilian livelihood or it provides him opportunities to broaden his knowledge and experience. Training is not limited to flying an airplane, driving a truck, or learning military regulations. Welding, bookkeeping, engineering, personnel management and administration are specific examples of special skills that may be learned or polished in the Reserve.

Additional Experience

Another very important consideration is that much of the training they get gives reservists additional experience in learning how to tackle a problem and solve it. Job discipline and know-how are qualities a boss generally likes to find in an employee.

Participation in the Reserve program does something else for a reservist. His training can't help but make him more conscious of what is going on in today's jet—maybe space—age. This training is stimulating and encourages him to be flexible and imaginative in his thinking. This is important to business. Industrial executives, more than ever before, are looking for men who can think and act with both imagination and a plan. Today's reservist is a good bet to fill such a requirement.

It would seem, therefore, that instead of the Reserve program competing for a man's time, it actually is increasing the value of it for his employer.

The Reserve program is economical, too. A strong, well-trained organization, it supplies our country with a significant and important ready-qualified military

see BOSS page 14

Col. Morrison is Chief, Reserve Affairs, 10AF

"DEAR JOE: ...YOU HAVE TO EAT SOMETIME"

by Lt. Col. Franklin Hibel

"DON'T you get scared when you are going to jump down in a parachute," a Maryland youngster worriedly wrote Maj. Joseph B. Maloney, District of Columbia AFNG pilot, recently. "You could be dead when you reach the ground." This note of warning was relayed to the major after a talk and flying equipment demonstration he gave to fourth grade students at St. Mary's Elementary School in Landover, Md., a Washington, D.C. suburb.

Sister Florita of St. Mary's had asked 10-year old Joe Maloney, Jr., the Air Guardsman's son, if his father could take the class on a field trip to Andrews AFB where Maj. Maloney trains with his unit.

The trip was not possible at the time, so the major offered to bring his flight gear to the school and brief the kids. Sister Florita heartily indorsed the idea. During the course of his talk, Maj. Maloney donned his flying suit piece by piece while explaining the use of the various items.

He then went through a dry-run sequence of bailing out of a jet. He popped his parachute and inflated the

Mae West and life raft. Immediately after, the deeply impressed youngsters literally deluged him with questions. After what seemed hours later, they reluctantly let him go.

Since the children were too excited for normal classroom work, Sister Florita had them write letters to Maj. Maloney as an exercise in English.

"The results are worth reading," the sandy-haired major chuckled.

That's putting it mildly! Joe's now a real live hero to the flock of grammar school kids at St. Mary's.

Commands ANG Sq

An electronics engineer employed by the Department of Defense, he commands the AFNG's 113th Communications Squadron based at Andrews.

"I am going to be a pilot too," one lad wrote. "How fast do you think a jet can go? You are a Major aren't you. How does it feel to be a big shot?"

Being a big shot was the furthest thing from Joe's mind when, as a B-17 pilot, he flew 13 bombing missions from Foggia, Italy, during WWII. Or when he flew 38 missions for the OSS, dropping agents and supplies in night missions behind enemy lines.



"What would happen if a shark would cut a hole in the raft?" another worried fourth-grader wrote. "And you didn't have enough patches to fix it?"

Joe winced at that one, although he had never been in that unfortunate predicament. Apparently, the same youngster wasn't too concerned, since he added, "I am going to joyn the air patroll when I grow up. Is it a good job?"

Maj. Maloney is convinced it is. A dedicated Air Guardsman whose combat flying won him the DFC and Air Medal with four oak leaf clusters, he maintains his proficiency in jets while on weekend training.

The concern the young ones showed in their letters startled Joe. For instance, one kid admitted the lifeboat was "neat." "But," he posed provocatively, "I wonder why there is no food? You have to eat something some time."

Joe grinned apologetically. "Next time I give a demonstration, I'll bring along some cans of food. Then there won't be such a question."

But a little girl wrote, "When you jump from a parachute doesn't the blood



Maj. Maloney chuckles as he reads the letters received from the kids. Joe, Jr., kibbitzes.



The boys and belles of St. Mary's Elementary enthusiastically endorse Joe's demonstration.

push to your head? Well if it does what do you do to stop it?"

Well, you don't whistle *Dixie*, Joe cogitated. By the time he was figuring a reply to that one, he was reading another precocious youngster's words, "I would like to know what some one would do if the plane ran out of gas in the air."

Following that shuddering thought, the kid scrawled in what seemed a prophetic follow-up, "Sister said that we would pray for you all day tomorrow."

Dear Dad

The fourth-graders were all enthused about the major's talk and demonstration. Joe, Jr., echoed their sentiments with his own letter, "Dear Dad—we all enjoyed your visit today . . . Your loving son, Joe."

Selling the Air Force was no particular problem, Joe decided. Except for one dis-

enchanted kid: "I enjoy the talk you gave today. And I wish you woud come again. But I still am going too the Marines," he warned.

Maj. Maloney resides in Hyattsville, Md., with his wife and four children. Born and raised at a country store in Dayton, Md., he went to Baltimore's Loyola College. He worked for the Bell Telephone Co., and then entered flying training.

He was recalled with the D.C. Air Guard unit in 1951 and served to 1956, then went to work in his present job.

Joe Maloney is typical of the so-called Weekend Warriors, who selflessly devote their time and talents to keep this country free from aggression. Little wonder, then, that his eyes moisten a wee bit as he reads the following words from another youthful youngster. . . .

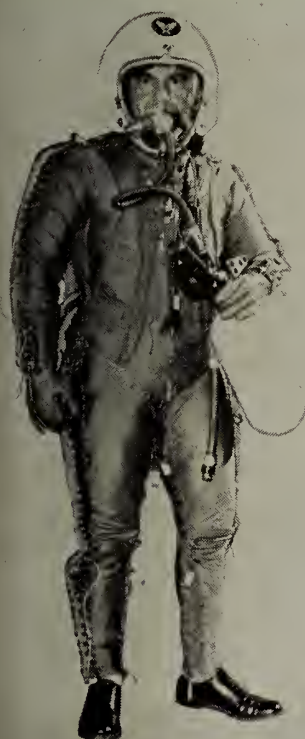
"Tell me when you fly so I can pray hard. . . ."



Strong Reserve Forces Favored in ROA Poll

The Reserve Officers Association, announcing the results of a recent poll of officers of all services, stated the voters were overwhelmingly in favor of the ROA "to continue to fight against weakening the nation's defenses by abandoning the Citizen-Reservist tradition in favor of all-professional forces."

A compilation showed that 90% favored continuance of a relatively small professional force and a large, trained citizen force in reserve; 93% were against abolishing the reserves; 99.4% were against abolishing inducements for reservists, including the retirement system; 99.9% opposed the idea that a professional military force is enough to guard the country without the help of reservists.



EARNING the Air Force Commendation Ribbon the hard way, Maj. Arnold I. Beck, AFRes, was recently honored for having risked his life by simulating a trip to the rim of outer space—nearly 38 miles—in an altitude chamber.

A one-time chemistry instructor, Maj. Beck is now a design safety engineer on the AF's supersonic F-105 fighter-bomber being built by his firm, Republic Aviation Corp.

His altitude chamber work (he has made more than 100 ascents, seven of which were above 135,000 ft) was performed when in charge of experimental work at Wright Air Development Center, Wright-Patterson AFB, Ohio. Primary objective was to test the AF's new partial-pressure suit and helmet.

Without such protection, man would die from exposure to the low pressure at altitudes above 50,000 feet.

As a result, Maj. Beck trained the

following men—each using the space suit he personally tested:

—Maj. David Simons, USAF, who went to 102,000 feet in a balloon.

—Capt. Ivan Kincheloe, USAF, who soared to 126,000 feet in the X-2.

—Lt. Cmdrs. Morton Lewis and Malcolm Ross, USN, who rose to 79,000 feet in a balloon.

—Capt. A. Kittenger, USAF, who went up to 94,000 feet in a balloon.

Maj. Beck was cited for "meritorious achievement . . . at personal risk far in excess of the normal requirements of his duty assignment . . . (accomplishing) an ascent in an altitude chamber to 198,770 feet, the highest altitude ever attained by man."

Brig. Gen. R. Loyal Easton, ConAC's Deputy C/S Personnel—representing Lt. Gen. William E. Hall, ConAC commander—made the award to Maj. Beck at the Republic Aviation plant in Farmingdale, N. Y.

38 MILES HIGH



MAIL BAG

Dear Editor:

If a reservist fails to pass the required physical after having 15 satisfactory years in the AFRes, does he lose all retirement benefits under the 20-year retirement benefit plan?

GBS
(No city listed)

A reserve officer with 15 years of satisfactory Federal service to his credit who is removed from an active status by reason of physical disqualification would not be able to accrue the additional satisfactory Federal service to qualify for retirement pay benefits under Sec 1331, Title 10, U.S.C., at age 60. To qualify for retirement pay benefits under the law, the person must complete 20 years of satisfactory Federal service. Reservists assigned to the Retired Reserve Section because of medical disqualification may request reassignment from the RRS, provided the physical disability no longer exists. Conclusive proof thereof must be submitted in the form of a completed medical exam, together with a statement outlining the original medical disqualification. Upon review and approval by the Surgeon General, USAF, appropriate action would be taken to assign the reservist to NARS. This is a means whereby a reservist may be reinstated in an active status in order to acquire the required satisfactory Federal service to qualify for retirement.

Dear Editor:

I am a retired M/Sgt with 20 years service on active duty and would like to know if I can re-enlist in grade? I have been retired about five years.

FOP
El Paso, Tex.

The voluntary entry into active military service of retired airmen is restricted to those who have primary AF specialties listed as recall requirements. They must meet all recall criteria in effect at time of application. Airmen must have less than 28 years of combined active Federal service and

service on the Retired List to be eligible for recall. Application for active duty, in letter form, should be submitted to Hq USAF, Attn: Reserve Activities Group, Washington 25, D. C. The application must include complete name, grade, Air Force Service Number and primary Air Force Specialty Code at time of last separation. Accepted applicants will be ordered into active military service by Hq USAF as retired Regular AF airmen for an indefinite period in retired grade.

Dear Editor:

If I send my picture to the ARRC, will the identification card be issued to me?

ALC
Philadelphia, Pa.

No. An application must be submitted and it is verified by the Master Personnel Records at the ARRC and returned for submitting to the commander of the nearest AF installation for issuance of the DD Form 1173.

Dear Editor:

I would appreciate the address of the nearest OSI Detachment to my residence.

JLG
Jefferson, Ohio

Contact either of the following: OSI Detachment 502, 1279 W. 3rd St., Cleveland, Ohio; OSI Detachment 506, Youngstown Municipal Airport, Ohio.

Dear Editor:

I received a document from ARRC in which the spelling of my first name was incomplete (Willia instead of William). There were other names on the document, and I noticed that in several instances the spelling of the first names appeared to be incomplete. I have also received mail including *The Air Reservist* magazine, addressed with the same spelling of my name. I realize there is a

reason for this, but I am curious to know what it is.

WJT
Chicago, Ill.

For economic reasons punched accounting machine cards are used by ARRC to prepare a variety of documents, including address labels for *The Air Reservist* magazine. These cards are punched in the standard format prescribed for use throughout the AF. The spelling of the name will be limited to 18 positions punched as follows: 1) complete last name, space, complete first name, space and middle initial, or: 2) complete last name, space, as much of the first name as it is possible to punch through the 16th position, space, and middle initial, or if no middle initial: 3) complete last name, space and as much of the first name as it is possible to punch through the last position of name field (18th position).

COMING EVENTS

JULY

All American Aviation Exposition, Allegheny Co. Airport, Pittsburgh, Pa., July 4-6.

Annual All-Women Transcontinental Air Race, San Diego, Calif., to Charleston, S. C., July 4-8.

National Air Races, Royal Aero Club, Baginton, Airport, Coventry, England, July 10-12.

Soaring Society of American annual soaring contest, Bishop, Calif., July 29-Aug. 7.

AUGUST

OX5 Club of America annual convention, Hotel Statler, Los Angeles, Calif., Aug. 7-9. (Pioneer airmen who chose as their emblem the OX5 engine designed by Glenn Curtiss during WWI.)

National Flying Farmers Assn annual convention, Hotel New Yorker, N. Y., Aug. 11-15.

Second Air Division annual convention, Henry Hudson Hotel, N. Y., Aug. 22-24. (B-24 groups and attached fighter support, 8AF, WWII. Details: Stephen M. Posner, 7 W. 15th St., N. Y. 11.)

Michigan State Fair, State Fairgrounds, Detroit, Aug. 29-Sept. 7.

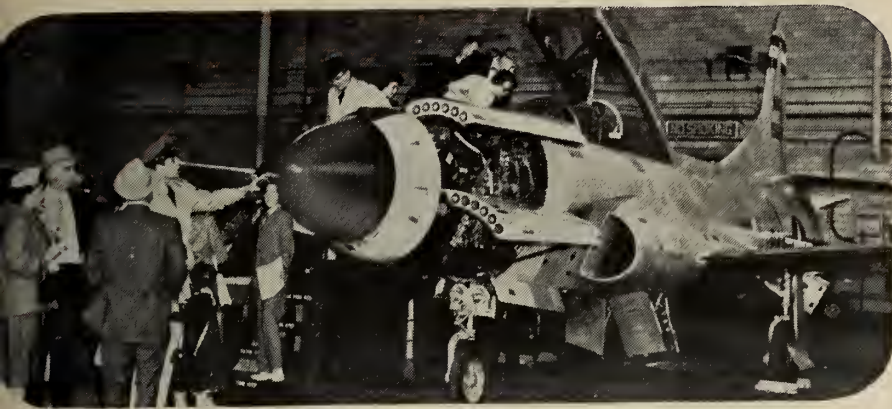
SEPTEMBER

Kansas State Fair, Hutchinson, Sept. 14-20.

Air Force Association's annual convention, Dallas, Tex., Sept. 25-28.

National Guard Association's annual convention, Atlantic City, N. J., Sept. 29-Oct. 2.

American Legion's 40th annual national convention, Chicago, Ill., Sept. 1-4.



Radome and cockpit of a Starfire holds visitors' interest.



Ejection seat demonstrated.



Early arrivals scan F-94s and sports cars.

Pennsylvania
Air
National
Guard's

Open house

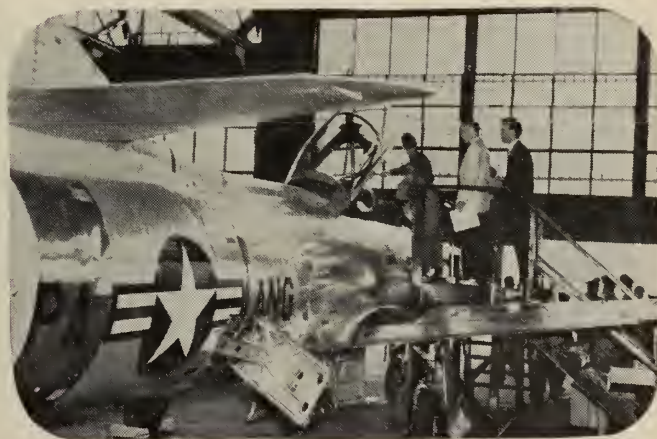
Starfire jets and sports cars were an appealing combination at the Open House sponsored by the 111th Fighter Gp (AD), Pennsylvania AFNG. The air defense group kicked off Armed Forces week in May with these and many other displays and exhibits at their installation at Philadelphia's International Airport.

Though the F-94C's were always the main attraction, the large crowd spread out through well presented displays on maintenance, personnel equipment, communications and armament. Formation flyovers and a spectacular fire-fighting demonstration staged by crash rescue crews made an exciting change of pace for the visitors.

Toss in free refreshments and a representative round-up of new sports cars and you see why the 111th felt they had something for everyone to see and enjoy.



Safety practiced in a hurry.



The half-shot F-94C Starfire is all rigged up for easy viewing.

CROSS COUNTRY REPORT

"Flying Nun" Speaks

Sister Mary Aquinas, O.S.F., nationally known as the "Flying Nun", presented timely points on space travel to 350 Worcester (Mass.) school teachers, as part of the Air Age and Space Workshop for teachers, sponsored by the 2625th AResC, Worcester.

A devoted worker for the Diocesan Department of Education, Catholic Diocese of Green Bay, Wis., Sister Mary learned to fly in 1941 "because of the urgent need to train children to serve their country during WWII." She promotes air age education at the elementary and secondary school level because she believes children should be provided with a basic education befitting the age in which they live.

☆☆☆

Two Firms Win DOD Awards

The International Business Machines plant in Owego, N. Y., and the David Michael & Co. of Philadelphia, Penna., have been awarded Department of Defense awards for outstanding cooperation with reservists and Reserve activities.

The IBM recommendation was made by Maj. Charles F. Shield, Jr., of the 90662d ARGp, Syracuse, N. Y., an engineer with IBM, while the Michael Co. recommendation was made by Capt. Edward W. Rosenbaum, a reservist in the company's employ.

☆☆☆

AFROTC Students Form CAP Unit

An all AFROTC Civil Air Patrol Unit, composed entirely of volunteers, has been organized at A & M College, College Station, Texas. So far as is known, this is the first such unit ever organized.

Squadron 24 is supervised by Capt. Jack Palmer, Det. 805, AFROTC, a regular AF officer, and commanded by Cadet Capt. Gladden R. Hamilton. The squadron now has 29 members and boasts a total of 1,090 flying hours.

☆☆☆

Reserve Unit Starts Paper

Making its debut as a 10AF newspaper is *The Trail Blazer*, an 8-page multilith paper published by the 9652d ARSq, Chicago, Ill. Its editor is A/1c James R. Cross, an advertising executive in civilian life.

The *Trail Blazer* joins more than 50 other publications now in print in 10AF's 18-state midwestern area.

304th to the Rescue

The 304th Air Rescue Sq (Res.) stationed at Portland (Ore.) International Airport, utilized its two SA-16A *Albatross* amphibious aircraft recently in coming to the aid of a crippled F-89 jet fighter also stationed at the airport.

The pilot of the F-89 radioed to the control tower that he had lost one of his two engines and was 40 miles from Portland. Rescue crews were airborne within minutes, spotted the fighter plane, and continued to follow it until the pilot made a safe landing at the airport.

☆☆☆

Master Sergeant Makes Warrant

M/Sgt. Albert C. (Al) Priddy was promoted to Warrant Officer in the USAFR, termed the first such promotion under 4AF. Mr. Priddy formerly was NCO Course Instructor in the 2644th AResC, Vancouver, Washington. He continues to fill that important slot in his new rate.

Mr. Priddy also is well-known to the radio listening public in the Portland-Vancouver area as "All Nite Al" with Portland's radio station KEX.

☆☆☆

Claims Hours Flown Record

The 152d F-I Sq (ANG) at Tucson, Arizona, claims an hours flown record for F-84F aircraft.

Maj. Donald E. Morris, cmdr, declared his pilots logged 536 hours in 12 F-84F's during April. The 152d, the only ANG unit to receive an "outstanding" tactical evaluation, currently is phasing into supersonic F-100's. The squadron is the tactical unit of the 162d Ftr Gp based at Tucson Municipal Airport.



T/Sgt. Nick Rose of the 662d USAF Reserve Hospital at Carswell AFB, Tex., won a direct appointment as a lieutenant. Maj. Jim Ewing, the unit's active duty adviser, enjoys ripping off the stripes.

Training Spaces Available To Nat'l Resources Confabs

Twelve separate National Resources Conferences will be presented during FY59. Each of ConAC's numbered air forces will have four such conferences in its geographical area.

Training spaces for Air Reservists residing within the continental limits of the U.S., have been allotted to the appropriate ConAC air forces, which have been authorized to select officers to attend each conference to be conducted in their area.

Selection priority will be given to mature field grade officers, whose probable future assignments will be at the policy-making level. A waiver of the grade requirements may be requested when an officer holds a civilian position of sufficient importance to warrant his selection.

Assigned officers may apply for attendance at the conference nearest their residence. Three fiscal years must have elapsed since attendance at a previous National Resources Conference before a reservist may attend another one.

Following is a listed breakdown of the courses, cities, and dates:

ConAC Air Force	City	Dates
4	San Francisco, Calif.	15-26 Sep 58
4	Portland, Oregon	23 Sep-3 Oct 58
4	Phoenix, Arizona	27 Oct-7 Nov 58
14	Charlotte, N. C.	10-21 Nov 58
14	Washington, D.C.	1-12 Dec 58
10	Omaha, Nebraska	26 Jan-6 Feb 59
10	Springfield, Mo.	9-20 Feb 59
14	Chattanooga, Tenn.	16-27 Mar 59
10	Peoria, Illinois	30 Mar-10 Apr 59
10	New Orleans, La.	13-24 Apr 59
4	Salt Lake City, Utah	11-22 May 59
14	Cleveland, Ohio	18-29 May 59

Applications should be submitted in triplicate in accordance with AFR 45-14 on AF Form 1289, through your mobilization officer at least 100 days prior to conference starting date. In addition to the information required by the form, the following should be provided: a. date of birth; b. civilian occupation; c. service schools attended; d. current mobilization position held; e. any other information which would have a bearing on selection.

OIS Conference

Information services officers from the numbered air forces will meet at Hq. ConAC during the latter part of August. The agenda will highlight plans and policies for FY59.

New Pay Scales Per Drill Period Itemized

The following charts show the new and old pay scales per drill period for reservists. The new pay bill which came effective on June 1, includes a 6% increase in retired pay and at least 6% for military members with over 10 years' service.

OFFICER PAY SCALE

Grade		Under 2	Over 2	Over 3	Over 4	Over 6	Over 8	Over 10	Over 12	Over 14	Over 16	Over 18
O-7	New	26.68	28.67	28.67	28.67	30.00	30.00	31.67	31.67	33.33	36.67	39.17
	Old	26.68	26.68	28.34	—	—	—	—	—	—	—	—
O-6	Old	—	—	21.06	21.06	21.06	21.06	21.06	21.06	21.06	21.84	23.92
	New	19.76	20.93	22.33	22.33	22.33	22.33	22.33	22.33	23.00	26.67	28.00
O-5	Old	—	—	16.90	16.90	16.90	16.90	16.90	17.68	18.72	19.24	20.28
	New	15.81	16.77	18.00	18.00	18.00	18.00	18.67	19.67	21.00	22.67	24.00
O-4	Old	—	—	14.30	14.30	14.30	15.08	16.12	16.64	17.16	17.68	18.72
	New	13.34	14.13	15.17	15.17	15.50	16.17	17.33	18.33	19.00	20.33	21.00
O-3	Old	—	—	11.70	12.48	13.52	14.04	14.56	15.08	15.60	16.12	16.64
	New	10.87	11.53	12.40	13.83	14.67	15.33	16.00	17.00	17.50	—	—
O-2	Old	8.65	9.14	11.18	11.18	11.70	12.22	12.74	13.26	13.78	13.78	13.78
	New	8.65	9.70	12.00	12.33	12.67	—	—	—	—	—	—
O-1	Old	7.41	7.90	9.88	9.88	10.40	10.92	11.44	11.96	12.48	—	—
	New	7.41	8.37	10.47	—	—	—	—	—	—	—	—
O-3E	—	—	—	—	13.83	14.67	15.33	16.00	17.00	17.83	—	—
O-2E	—	—	—	—	12.33	12.67	13.17	13.83	14.50	15.00	—	—
O-1E	—	—	—	—	10.47	11.17	11.67	12.17	12.67	13.33	—	—

AIRMAN PAY SCALE

Grade		Under 2	Over 2	Over 3	Over 4	Over 6	Over 8	Over 10	Over 12	Over 14	Over 16	Over 18
E-7	Old	—	—	—	7.67	7.93	8.45	8.71	9.10	9.36	9.62	10.14
	New	6.88	7.87	7.87	8.33	8.67	9.00	9.50	10.00	10.33	10.83	11.33
E-6	Old	—	—	—	6.50	7.15	7.41	7.80	8.06	8.32	8.58	9.10
	New	5.86	6.67	6.67	7.50	7.83	8.17	8.50	8.83	9.17	9.33	9.67
E-5	Old	4.84	5.46	5.46	6.11	6.37	6.76	7.02	7.28	7.54	7.80	8.06
	New	4.84	6.00	6.00	6.83	7.00	7.33	8.00	—	—	—	—
E-4	Old	4.08	4.68	4.68	5.33	5.59	5.98	6.24	6.50	6.76	7.02	7.28
	New	4.08	5.00	5.33	5.67	6.00	6.33	—	—	—	—	—
E-3	Old	3.31	3.90	3.90	4.42	4.68	4.94	5.20	5.33	5.46	—	—
	New	3.31	4.13	4.13	4.70	—	—	—	—	—	—	—
E-2	Old	2.86	3.38	3.38	3.64	3.90	4.16	4.42	—	—	—	—
	New	2.86	3.60	—	—	—	—	—	—	—	—	—
E-1	Old	2.77	3.29	3.29	3.55	—	—	—	—	—	—	—
	New	2.77	3.50	—	—	—	—	—	—	—	—	—

* Officers in grades O-1, O-2, O-3 with over 4 years active service as an enlisted member.

Save Pay clause applies where figures are omitted. Use old pay scale in such instances. This clause states: No person, active or retired, in any of the uniformed services shall suffer by reason of this Act any reduction in basic or retired pay to which he was entitled upon the day before the effective date of this Act.

■ REORGANIZATION from page 2

4AF will have three Reserve training wings supervising 17 Air Reserve Centers; 10AF will include six Reserve training wings and 26 centers; and 14AF will have seven wings and 39 centers.

The lineup of wings and centers as the result of the reorganization follows:

FOURTH AIR FORCE: 2477 Air Reserve Training Wing, Vancouver, Wash.; 2564 AResC, Boise, Idaho; 2642 AResC, Spokane, Wash.; 2644 AResC, Vancouver, Wash.; 2648 AResC, Seattle, Wash.

2478 Air Reserve Training Wing, Long Beach, Calif.; 2563 AResC, Los Angeles, Calif.; 2565 AResC, Pasadena, Calif.; 2567 AResC, Van Nuys, Calif.; 2638 AResC, Phoenix, Ariz.; 2639 AResC, San Diego, Calif.; 2645 AResC, Long Beach, Calif.; 2646 AResC, Mira Loma, Calif.

2479 Air Reserve Training Wing, San Francisco, Calif.; 2562 AResC, Alameda, Calif.; 2640 AResC, San Jose, Calif.; 2641 AResC, Fresno, Calif.; 2643 AResC, San Francisco, Calif.; 2647 AResC, Clearfield, Utah; 2649 AResC, Sacramento, Calif.

TENTH AIR FORCE: 2480 Air Reserve Training Wing, Detroit, Mich.; 2650 AResC, Chicago, Ill.; 2652 AResC, Detroit, Mich.; 2660 AResC, Grand Rapids, Mich.; 2668 AResC, Fort Wayne, Ind.

2481 Air Reserve Training Wing, Minneapolis, Minn.; 2651 AResC, Omaha, Nebr.; 2655 AResC, Minneapolis, Minn.; 2654 AResC, Milwaukee, Wis.; 2662 AResC, Des Moines, Iowa.

2482 Air Reserve Training Wing, Denver, Colo.; 2656 AResC, Denver, Colo.; 2659 AResC, Wichita, Kans.; 2679 AResC, Albuquerque, N. M.; 2684 AResC, Lubbock, Tex.

2483 Air Reserve Training Wing, St. Louis, Mo.; 2658 AResC, Indianapolis, Ind.; 2657 AResC, St. Louis, Mo.; 2653 AResC, Kansas City, Mo.; 2664 AResC, Decatur, Ill.; 2687 AResC, Little Rock, Ark.

2484 Air Reserve Training Wing, Dallas, Tex.; 2683 AResC, Dallas, Tex.; 2693 AResC, Fort Worth, Tex.; 2694 AResC, Oklahoma City, Okla.; 2696 AResC, Tulsa, Okla.; 2699 AResC, Shreveport, La.

2485 Air Reserve Training Wing, Ellington AFB, Tex.; 2568 AResC, San Antonio, Tex.; 2692 AResC, New Orleans, La.; 2697 AResC, Ellington AFB, Tex.; 2688 AResC, Austin, Tex.

FOURTEENTH AIR FORCE: 2490

Command & Staff College Courses Listed for FY59

Air Reservists desiring to attend Air Command and Staff College courses for FY59 should submit applications in accordance with AFR 45-14, Aug. 21, 1957, on AF Form 1289 (in triplicate).

Applications should arrive approximately four months before convening date of the selected course. Final selection will be made by the ConAC numbered air force having jurisdiction over the reservist's area of residence.

The following three courses are available to qualified reservists: Squadron Officers School (Regular Course); Academic Instructor Course; and Air Warfare Systems Orientation Course. A breakdown of the courses follows:

Squadron Officers School

Class	Convening Date	Closing Date
59-A	12 Jan 59	17 Apr 59
59-B	27 Apr 59	31 Jul 59

Academic Instructor Course

58-F	27 Oct 58	5 Dec 58
59-A	5 Jan 59	13 Feb 59
59-B	23 Feb 59	3 Apr 59
59-C	13 Apr 59	22 May 59
59-D	1 Jun 59	10 Jul 59

Air Warfare Systems Orientation Course

58-15	6 Oct 58	10 Oct 58
58-16	13 Oct 58	17 Oct 58
58-17	20 Oct 58	24 Oct 58
58-18	3 Nov 58	7 Nov 58
59-1	26 Jan 59	30 Jan 59
59-2	2 Feb 59	6 Feb 59
59-3	9 Mar 59	13 Mar 59
59-4	23 Mar 59	27 Mar 59
59-5	25 May 59	29 May 59
59-6	8 Jun 59	12 Jun 59

Air Reserve Training Wing, Mitchel AFB, N. Y.; 2552 AResC, Newburgh, N. Y.; 2610 AResC, New York, N. Y.; 2614 AResC, Philadelphia, Pa.; 2615 AResC, Newark, N. J.; 2623 AResC, Mitchel AFB, N. Y.

2491 Air Reserve Training Wing, Grenier AFB, N. H.; 2604 AResC, Hartford, Conn.; 2608 AResC, Albany, N. Y.; 2609 AResC, Boston, Mass.; 2618 AResC, Springfield, Mass.; 2619 AResC, Providence, R. I.; 2625 AResC, Worcester, Mass.; 2629 AResC, Portland, Me.

2492 Air Reserve Training Wing, Pittsburgh, Pa.; 2600 AResC, Rochester, N. Y.; 2602 AResC, Syracuse, N. Y.; 2605 AResC, Wilkes-Barre, Pa.; 2606 AResC, Pittsburgh, Pa.; 2613 AResC, Buffalo, N. Y.

2493 Air Reserve Training Wing, Andrews AFB, Md.; 2551 AResC, Roanoke, Va.; 2601 AResC, New Cumber-

land, Pa.; 2611 AResC, Baltimore, Md.; 2617 AResC, Washington, D.C.; 2620 AResC, Charleston, W. Va.; 2633 AResC, Norfolk, Va.

2494 Air Reserve Training Wing, Clinton County AFB, Ohio; 2600 AResC, Cleveland, Ohio; 2612 AResC, Louisville, Ky.; 2620 AResC, Columbus, Ohio; 2626 AResC, Toledo, Ohio; 2627 AResC, Cincinnati, Ohio; 2685 AResC, Knoxville, Tenn.; 2695 AResC, Nashville, Tenn.

2495 Air Reserve Training Wing, Atlanta, Ga.; 2680 AResC, Columbia, S. C.; 2682 AResC, Raleigh, N. C.; 2683 AResC, Atlanta, Ga.; 2691 AResC, Charlotte, N. C.

2496 Air Reserve Training Wing, Tampa, Fla.; 2677 AResC, Miami, Fla.; 2681 AResC, Jackson, Miss.; 2682 AResC, Jacksonville, Fla.; 2690 AResC, Birmingham, Ala.; 2698 AResC, Tampa, Fla.

■ AIR RESERVE from page 3

There is little doubt that the Air Reserve dollar is well spent. The capability of our Air Reservist gives our nation an increased ability to maintain the peace.

I take great pride and assurance in the realization that should our country be attacked, a fellow-citizen from civilian life is standing by, ready to come to our assistance. Not only will he be available immediately, but he will have been selected and trained for a specific job.

No discussion of the capability of Tactical Air Command as a deterrent to aggression would be complete without fully considering the Air National Guard and Air Force Reserve Units assigned to it. Their potential is immense and their value inestimable.

■ BOSS from page 7

force at very little cost.

There are several major factors in this observation that deserve special emphasis. First, Ready Reservists are paid only for the time they spend training. Housing and medical costs are negligible. Administrative costs are comparatively low. They train with equipment that was procured for the regulars.

In the Air Force, where the Reserve program has been on a foundation of actual, existing requirements, the Air Reserve offers a good example of how maximum protection is being purchased for a minimum of time and dollars.

It would be difficult to get greater dividends for so small an investment. This is true in the case of the supervisor, the employer or the nation.

Pentagraphs

AFNG Summer Radio Shows: Two spots will be taken over this summer on radio for the AFNG. Bill Cullen's AFNG show, "Flight Plan for Music," will be the first one which will include songs by Jill Corey and music by Johnny Long and his orchestra. The second program will take off with Les Paul and Mary Ford accompanied by Buddy Morrow and his orchestra.

☆☆☆

Officer Quota: Hq USAF has established a quota of 10 officers to fill legal slots on active duty for FY59. Authorizations will include direct appointments in the grade of first lieutenant and captain (captaincies available only to applicants with four years of practice subsequent to admission to bar). Voluntary recalls to AD of JAG officers may be made in grades up to and including major. Tour of duty for direct appointments will be for a minimum of three years while recalls must apply for indefinite tours of AD. Applications should be addressed to the regional center closest to the applicant: Commander, 14AF, Robins AFB, Ga.; Commander, 10AF, Griffing AFB, Mich.; Commander, 4AF, Hamilton AFB, Calif.).

☆☆☆

Individual Training: AFR 50-11, dated May 20, 1958, has brought up to date the same regulation dated June 27, 1956. Titled "Air Force Reserve Individual Training," it defines the AF program for training individual reservists in the Reserve War Requirement, and the basic policy for training reservists not assigned to mobilization positions. The regulation formalizes discontinuance of the terms "Specialized" and "General" training in ConAC's AResCs. The single term "Air Force Reserve Center Training" replaces both terms. It also contains Air Force Reserve individual training policies previously distributed in other form and defines broadened command responsibilities for the various kinds of individual training provided by the AF.

☆☆☆

Titan Launching Sites: The AF has announced that the initial launching sites for the Titan intercontinental ballistic missile will be at Lowry Range of Government owned land now used for bombing practice located southeast of Denver, Colo. This location will enable the AF to use Lowry AFB as support base while maintaining the sites some distance from the city.

☆☆☆

Weapons Range Board: The USAF has announced the establishment of a permanent weapons range board which will deal with the acquisition, use and disposal of range lands and present or future requirements for such facilities. The board will report to the Chief of Staff through the Deputy Chief of Staff, Operations, and will convene semi-annually or at the chairman's call.

AF Film: Air Staff Message from SAFIS-3B 738/58, dated 7 May 1958, requests theatrical screenings of "The Thunderbird" not be solicited, since such bookings would inhibit distribution of the Universal International production "Vapor Trails" which is based on "The Thunderbirds."

☆☆☆

Grounding Orders: In accordance with AFPMP message 129436, dated May 13, 1958, bombardiers and other aircraft observers were officially grounded by the first of the fiscal year. This will include all officers who hold only the following AFSCs: 1544 (bombardier), 1554 (radar), and 1525 (navigator-bombardier). Pilots who are in navigator upgrade training or have been scheduled by Hq USAF for entry into it will not be suspended. Those grounded lose flying pay and generally any future chance to upgrade and return to flying duty. Wing insignia, however, may still be worn by those grounded.

☆☆☆

NCO Training: Spaces are available for AFRes airmen to take NCO training during the first half of FY59 at the ARDC Senior NCO Academy, Kirkland AFB, N. M. Classes will extend over a 5-week period and begin on the following dates: Class 58-E (8 July 58); 58-F (19 Aug 58); 58-G (30 Sep 58); and 58-H (10 Nov 58). AMC has scheduled NCO Preparatory courses at Fairfield Air Force Station, Calif. Courses are of three weeks duration. Reporting dates at grades indicated are as follows: 6 July 58 (S/Sgt); 3 Aug 58 (S/Sgt); 31 Aug 58 (A/1C); 28 Sep 58 (S/Sgt); 26 Oct 58 (S/Sgt); and 23 Nov. 58 (A/1C). Details concerning these courses may be obtained from AFR 50-39. AF Forms 1289, "Applications for Active Duty Training," may be submitted through the commander of the reserve unit, in accordance with CONAC SUP 1 to AFR 45-14. Applications should arrive in the CONAC air forces headquarters not later than 75 days prior to convening dates (suspense date is waived for the July 6, 1958 class given by AMC).

☆☆☆

Speed Record: Established 16 May at Edwards AFB, Calif., by Capt. Walter W. Irwin, a member of the 83d F-1 Sq., Hamilton AFB, in an ADC F-104 Starfighter. The record now is 1,404.19 miles per hour. Capt. Irwin was presented the DFC by Gen. Thomas D. White, Air Force Chief of Staff, in Los Angeles for his feat.

☆☆☆

Reserve Obligor: Participation requirements and reserve obligations (AFR 45-35A, May 6, 1958) provides for increased tour of AD training to 45 days for types IV and V obligors who are not excused from and fail to meet training and duty performance requirements. Those who fail to comply with orders for such tours become subject to disciplinary action under UCMJ. It also permits individuals enlisted in the reserve component of another armed service under a special enlistment program to transfer to the AFRes if they meet requirements and have served at least 90 days on AD or AD for training.

☆☆☆

Observer AFSCs Obsolete: USAF says effective June 30 the following rated skills will become obsolete: Aircraft Observer (Bombardier) AFSC 1544; Aircraft Observer (Radar) AFSC 1554; Aircraft Observer (Navigator-Bombardier) AFSC 1525E and G (B/RB-26 only).

DEPARTMENT OF THE AIR FORCE
THE AIR RESERVIST
AIR RESERVE RECORDS CENTER
DENVER 5, COLORADO

OFFICIAL BUSINESS

Form 3547 Requested

USAF Periodical 30 — 1
NO. 30G 7-58. 480,359

pictures of the month



3,000 hours without an accident won the USAF Flying Safety Award for the 125th Ftr. Gp. (AD), Fla. ANG. Shown at ceremony are (l to r) Maj. Gen. Mark W. Lance, Flo. adjt. gen.; Maj. John M. Taylor, cmdr 159th F-1 Sq.; Lt. Col. Leon A. Moore, Jr., cmdr FANG; Col. Jack Blanchard, NGB.



Brig. Gen. John C. Brodshaw (center), cmdr, 434th TCW (R) displays Flying Safety Trophy presented his wing by Maj. Gen. Robert E. Eaton (right), cmdr, 10AF, at ceremonies at Bakalar AFB, Indian Rep. Charles B. Brownson of Indianapolis is an interested onlooker.



Reservists, both officers and airmen of the 757th Trp Carr Sq (R), Youngstown Municipal Airport, Ohio, shown here being sworn in to kick-off the unit's Air Reserve Technician Plan conversion. This is the plan which was initiated to achieve maximum combat readiness and effectiveness for Air Force Reserve Units.



S/Sgt. Alfred J. Jablonski washes down the tail section of an F-9 jet assigned to the 106th F-1 Wing, U. S. Naval Air Station, Brooklyn, N. Y. In addition to putting a shine on the all-weather aircraft, it also accomplishes a corrosion control mission — a safety measure.

3-7405

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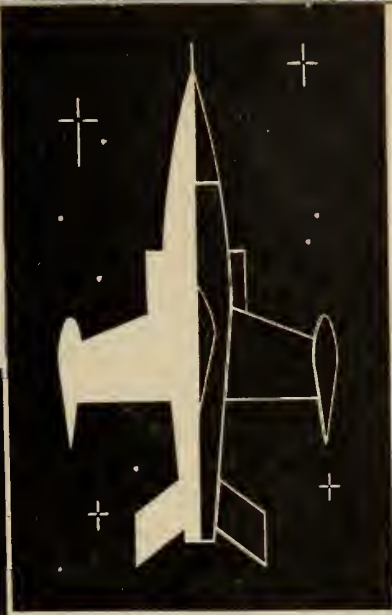
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THE AIR

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Reservist

AUGUST 1958



C-123
New member of AFRes family



I enlisted in the Minnesota AFNG and was discharged. Why was I transferred to the AFRes when I was released?

TVK
Minneapolis, Minn.

Membership in the AFNG carries with it concurrent membership in the AFRes. Upon release from the AFNG, certain members may be transferred to the AFRes for the completion of their enlistment or until fulfillment of their obligation under the Universal Military Training and Service Act, as amended.

I am a doctor and am unable to participate in reserve activities. Since the Air Force requires my retention will I receive credit for satisfactory service for retirement?

WAR
Buffalo, N.Y.

No, you are not earning credit for retirement. You must participate actively in point-gaining activities and accrue at least 50 points annually in order for the year to

see MAIL BAG page 10

THE AIR

Reservist

VOL. X—NO. 8 AUGUST 1958

AIR FORCE RESERVE AIR FORCE ROTC EXPLORERS, BSA	AIR NATIONAL GUARD CIVIL AIR PATROL
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Lt. Gen. William E. Hall
Commander, Continental Air Command

Col. Blake C. Miller
Chief, Office of Info. Svs., ConAC

EDITOR
Lt. Col. Joseph H. Friedmann

ASSOCIATE EDITOR
Fred E. Giachino

STAFF WRITERS
T/Sgt. Earl C. Nelson, Earl E. Lane

The Air Reservist is an official publication of the Directorate of Internal Information, Office of Information Services, Continental Air Command, approved by the Secretary of the Air Force as the medium for the AF Reserve, the Air National Guard, AF ROTC, Civil Air Patrol, and the Explorers, BSA.

Editorial Office: The AIR RESERVIST
 OIS, Hq ConAC, Mitchel AFB, NY

The Material contained in The Air Reservist is listed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by the Secretary of the Air Force and the Director of the Bureau of the Budget 15 July 1955.

Mob Slots to Centers

With the Part II and III positions identified in support of the W Personnel Requirements for FY 59/60, ConAC's 82 Air Reserve Centers are now busily engaged in the alignment of their best qualified reservists.

Priority for alignment is being given to personnel presently assigned to Ready Reserve positions, except that no one possessing a critical civilian occupation will be aligned unless as authorized in par. 5, AFR 45-17, 21 May 1958. Air crew, key managerial or key support employees of the civil air transport industry may not be matched under any circumstances. Civilian employees of Federal agencies are eligible for alignment only if the required certificate of release is on file or is submitted prior to alignment.

In addition to the previously announced deletion of rated positions in Parts II and III (June *Air Reservist*), other specialties for which no allocation has been made includes AFSCs 2086, 3274 and 3284. Also excluded are the officer and airman career fields 31, and airman career fields 33, 34 and 46 (excepting sub-division 462 x 0). These deleted positions will be manned through the selective assignment program.

The alignment of Part II spaces, guided by Hq USAF's preparation for immediate mobilization, considers the need of reservists situated as near as possible, geographically, to the unit of assignment. In addition to keeping to a minimum the travel distance and time in the event of mobilization call, it also allows for savings in travel costs and more training time during annual short tours of duty.

Aligned reservists are reminded that the maintenance of professional and physical qualifications for active duty continues to be their responsibility. Those failing to qualify will be reassigned to standby status.

The present alignment action, with completion anticipated by August 14, 1958, has as its goal the selection of the best qualified and maximum manning by either participating reservists or selective assignees.

Continuing the policy established when "Match-Merge" was first introduced, no reservist will be denied the opportunity to earn credits for retirement and retention of an active status and subsequent consideration for promotion under ROPA.

New R&D Sites

ConAC has designated seven additional Air Reserve Centers as training sites for specialists in the research and development field. The Centers selected are located in Knoxville, Tenn.; Hartford, Conn.; Midland, Mich.; Norfolk, Va.; Seattle, Wash.; Shreveport, La.; and Vancouver, Wash. There are now a total of 36 R&D training sites in as many AResCs.

Vest Pocket Orders

When the signal light went up in Boston's Old North Church tower in 1775 there was advance warning that it would be "one if by land, and two if by sea." Today, it will be by radio and television for some 90,000 selected Air Reservists who will have the advantage of pre-cut mobilization orders that need only the verbal validation of the Secretary of the Air Force to put them into effect.

The new idea, called "Vest Pocket Orders", is going into effect under a just-published AF regulation which will permit Air Reservists to go on active duty and proceed to their duty station within minutes after a major attack on the United States.

The orders in a reservist's hands would authorize travel at Government expense by the most expeditious means, including his own car, to the site

see VEST page

COVER: Introducing a new member of the Air Force reserve family—the C-123 Avitruc—being phased into the picture. First organization to undergo transition (even as this edition went to press) was the 445th Trp Carr W of Dobbins AFB, Ga., training at Memphis, Tenn.

AIR MATERIEL COMMAND'S RESERVE PROGRAM

by Gen. E. W. Rawlings
Commander of AMC



AN organization as complex as Air Materiel Command, it is necessary for our reservists to be adequately trained and well integrated into our activities.

Today our reservists not only retain proficiency in their particular skills, but become important cogs in the Air Force and make valuable contributions to our logistic program. The accomplishments of many of our reservists more than repay the costs of the AMC reserve program to the Government.

A suggestion made by Maj. Nicholas Horvath, Jr., of Rockaway, N. J., while on 15-days' active duty at Middletown (Penna.) Air Materiel Area, reduced AF costs by \$52,000 a year. He recommended that the length of compressor rotor blades on the J-65 engine be reduced, thus eliminating the costly step of rough grinding the blade and disc assemblies—a job valued at \$52 per engine. Maj. Horvath is a machine designer in civilian life. His mobilization position is that of fabrication repair officer.

Reservists Turn the Tables

Then there is the work of nine doctors, three dentists and 10 other medical officers in the program at the USAF Hospital at Wright-Patterson AFB. They are actively engaged in treating patients. With 39 days of duty each year, their combined activities equal the work of more than three full-time officers.

As well as receiving training, sometimes the reservists turn the tables and train other AF members. Lt. Col. James E. Fain is executive editor of the *Dayton (Ohio) Daily News*, and occupies a mobilization position in the Office of Information Services at Hq, AMC. During his active duty training at nearby Wright-Patterson AFB, he prepared a pamphlet for guidance of AMC's base newspaper editors, including illustrations of the right and wrong ways to take photographs.

Simultaneously, Col. Fain has enhanced AF prestige in the Dayton community, as the knowledge he gained helped him make better presentations of the AF, both editorially and in the news columns, through direction of his staff.

Another example of the value of reservists' work is that of Lt. Col. Frank E. Moss at Ogden Air Materiel Area in Utah. He applies his legal training to reserve work on claims against the Government while on active duty with the Judge Advocate's Office. He is the county attorney for Salt Lake County, Utah, and a former Salt Lake City judge.

How can reservists accomplish so much for the AF during such brief active duty periods? It is due to the care we exercise in putting the right man in the right slot—in assigning reservists as nearly as possible to the military counterparts of their civilian occupations.

AMC's job is to insure that the USAF has the materiel it needs—when it needs it and where it needs it—almost any place in the world. This must be accomplished with two prime purposes always in mind—effectiveness and efficiency.

Our interest in an item starts when it first enters development and ends when it is worn out or replaced by a newer item. We arrange for the item to be made, for its storage, for its transportation and repair, and finally for its disposition.

With such varied and complex activities on a global scope, we can usually assign a reservist to an activity closely approximating his civilian occupation. AMC has over 1,700 reserve officers and 3,000 reserve airmen assigned to its worldwide installations.

Requirements for our reserves are established on the basis of personnel increases in any mobilization. Each commander develops manpower requirements in relation to our emergency plan. He carefully determines the numbers, grades, and skills needed and takes individual recruitment action. Then he evaluates his capability to train these people.

For those in the participating program, interviews are conducted as if the supervisor were considering applicants for full-time employment, with special emphasis on the reservist's recent military and civilian experiences and educational background. To secure reservists best suited for our functions, we have made the training program flexible, based upon time available for training. Active duty periods are determined by agreement between the reservists and the supervisor.

The supervisor also determines that the reservist will be available for possible recall in a few hours, subject to AMC needs, the location of his residence, and on how critical his civilian position would be in a national emergency.

To keep a dynamic reserve force, we see to it that our reservists are well informed and ready to cope with significant and rapid changes in logistic systems. Such changes demand a blend of management and technical experience. How much is involved can be better understood when it is realized that

see RAWLINGS page 14

AFA Annual Convention

Gen. Curtis E. LeMay, AF vice C/S, will head the list of top military and civilian leaders appearing at the Reserve Forces Seminar and Workshop held in conjunction with the Air Force Ass'n convention in Dallas, Texas, Sept. 25-28.

Others expected to make appearances at the Seminar will be the Hon. David S. Smith, ass't sec'y AF; Lt. Gen. William E. Hall, ConAC commander; the Hon. Benjamin Fridge, dep'y ass't sec'y AF for Reserve and ROTC affairs; Maj. Gen. Richard A. Grussendorf, ass't c/s for Reserve Forces; and Maj. Gen. Winston P. Wilson, AF chief, National Guard Bureau. Peter J. Schenk, AFA president, announced that he anticipates many other notable figures in the reserve and regular establishment to be on hand.

The Reserve Seminar and workshop will be held Thursday, Sept. 25 and will include presentations on the subjects of defense organization, civil defense, air defense, logistics, requirements, personnel policies and advance technology — including space weapons. The Seminar agenda will wind up with the presentation of AFA's annual Reserve Forces awards, at which time Gen. LeMay will address the assembly.

The Seminar, which all Air Reservists and Guardsmen are encouraged to attend, should prove to be a major step forward in planning for the Air Reserve Forces' mission. ConAC also announced that Reservists attending the Seminar will receive training point credit and be authorized airlift on a space available basis in any of the military planes flying to the convention.

Defense leaders who will address the entire convention will include: The Hon. James H. Douglas, sec'y AF; Gen. Thomas D. White, c/s AF; Gen. Edwin W. Rawlings, cmdr, Air Materiel Command; and Lt. Gen. Samuel E. Anderson, cmdr, Air Research and Development Command.

In all, more than 3,000 are expected to attend this 12th annual meeting since AFA's formation in 1946.

Missile Course for Center

A summer training course covering the general field of missiles currently is being presented by the San Francisco (Calif.) AResC.

The course consists of a series of six weekly lectures, non-technical in nature and ranging from the research and development to the military and space application of the modern missile.

Speakers include technical personnel representing prominent defense firms in the Bay Area as well as military speakers sponsored by the Air Research and Development Command and the 30th AAA Gp of Fort Barry.

Training Wing Commanders

Commanders of ConAC's numbered air forces and the new training wing commanders will meet during a conference to be held at Mitchel AFB, N.Y. on August 19 and 20. The 2-day meeting is being held to discuss current problems and future planning of the new Air Reserve Training Wing program now underway throughout ConAC. Main theme of the conference will revolve around reduction of the span of supervision and control between numbered air forces and the Air Reserve Centers, and the improvement of qualitative training of Air Reservists.

Lt. Gen. William E. Hall, ConAC commander, will welcome the conferees, who will also include ISO's and representatives from Installations, Inspector General and Statistical Services. Topics to be discussed by the ConAC staff include reference libraries in the reserve program; supervisory inspections; ground safety; ISO activities; reduction of administrative paperwork; training supervision; installations and supply.

"Ready Swap"

The Air Materiel Command's Operation "Ready Swap" is currently being conducted by Reserve troop carrier wings of the 10th and 14th AF's.

"Ready Swap" involves the transfer of approximately 1,000 tons of Weapon System material inter-depotwise between Robins AFB-Tinker AFB, and Brookley AFB-Kelly AFB. The planes, in their training flights, are flying "priority out size cargo or such other cargo as military necessity dictates."

This operation, not in any way related to "Swift Lift" commitments, is being conducted in addition to the wings' regular assigned missions during week-end training and their summer encampment two-week active duty tours.

Are You Confused?

Apparently some of our readers are confused judging from the number of queries asking, "What is the difference, if any, between *extended active duty* and *active duty for training*?"

The Air Reserve Records Center, anxious to clarify the confusion, furnishes the answer:

The key is strength accountability. *Extended active duty (EAD)* is service performed in an authorized troop space of the active establishment with strength accountability maintained by the active establishment. *Active duty for training* is a tour performed by a reservist with assignment and strength accountability remaining with the reserve component. For example, the six months active duty for training performed by Category V AFROTC graduates is performed with an active duty establishment. These reservists are assigned to ARRC, MOARS, before the tour, during the active duty, and after the tour. Strength accountability of the six month trainees remains with the reserve component (ARRC) during this entire period.



Poster on Parade

Have you noticed the smart multi-colored posters on all mail trucks in the U. S. A. calling attention to the Air Force Reserve? 35,000 placards went on display Aug. 1st and will remain on view until the 20th of this month.



CONAC BAND entertains
on the boardwalk at Atlantic City"
during ROA convention.

1958 ROA Convention

THE Reserve Officers Association, with a membership of some 63,000 reserve, regular and retired officers, held its 32d annual convention recently at Atlantic City, N. J. Approximately 2,000 members and guests attended the convocation.

Among the resolutions passed at the session were ones calling for an increase in reserve strength to compensate for reductions in the regular services; separate and distinct money appropriations for the reserve programs; an increase of 10 per cent in reserve appropriations for the fiscal year 1959; a special board of review for reservists passed over twice for promotion; and no distinction between reserves and regulars.

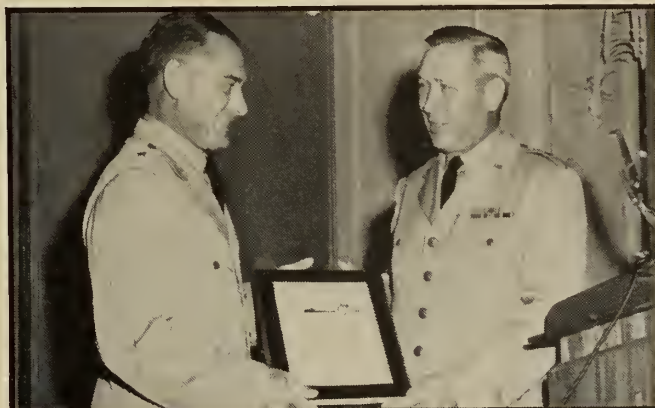
Lt. Gen. William E. Hall, ConAC commander, speaking at the ConAC commander's conference held in conjunction with the convention stressed the increasing importance of the reserve forces to our defense establishment in view of recent manpower reductions. He further elaborated on the Air Reserve Technician (ART) plan which received full coverage throughout the ConAC conference.

Reserve Awards

Highlighting the AF section meeting was the presentation of outstanding nationwide awards to the following AF reserve units by Benjamin W. Fridge, deputy assistant secretary of the AF for manpower and reserve forces: *Best ARSq: the 9405th of Yakima, Wash.*; second, the 9461st of Decatur, Ill.; third, the 9533d of Greensburg, Penna. *Best Nav Tr Sq: the 8501st of Chicago, Ill.*; second, the 8500th of Hamilton AFB, Calif.; third, the 8508th of Dobbins AFB, Ga. *Best Fly Tr Wg: the 9th of Hamilton AFB, Calif.*; second, the 442d of Richard AFB, Mo.; third, the 435th of Miami, Fla. (see photo Reserve Camera, back page).

In the four-day convention's keynote address, Secretary of the Army Wilber M. Bruckner said that a balanced military force is America's key to national security. By striking a balance

see ROA page 14



Brig. Gen. James P. Hollers, AFRes, presents Distinguished Service Citation to Brig. Gen. Felix L. Vidol, dep'y ass't c/s for Reserve Affairs.



Delegates from Reserve organizations throughout the Far East ottined in their "Happy Coots" joyfully pose for photographer at ROA convclone.

— Air Library —

Recommended reading of books passing over the editor's desk:

SAC, by Richard G. Hubler (Duell, Sloan & Pearce). Veteran newsman and author Hubler recreates the dynamic growth of the Strategic Air Command and how it came to be the most powerful military arm of the U.S. Air Force. The book tells how Gen. Curtis LeMay, USAF V/C of Staff assumed SAC command from now retired Gen. George Kenney on Nov. 19, 1948. It traces its tremendous growth to the present under the command of Gen. Thomas Power, longtime deputy to Gen. LeMay. Hubler's dramatic account of SAC is highly readable. Along with interesting highlights of airpower, he traces air history from Billy Mitchell's hectic era to the days of Korea.

Supersonic Project Officer, by Lloyd Mallan (McKay). Suspenseful drama by the writer of the widely read *Men, Rockets and Space Rats*. Mallan, an expert photo-journalist, generates tremendous excitement in his story of Maj. Robert Goetz and the F-102A *Delta Dagger*, known affectionately as the "Iron Dart," America's first supersonic interceptor. Photos are most graphic as result of months spent with man and machine during combat-test program at Elgin AFB.

Countdown for Tomorrow, by Martin Caidin (Dutton). A leading proponent of the value of rockets and missiles, prolific author Caidin is most lucid and entertaining when he discusses their development and the race between American and Soviet science. His coverage of earth satellites is meaningful and of singular importance to all readers.

Satellites Rockets and Outer Space, by Willy Ley (Signet). A pioneer in rocket research and one of the foremost authorities on space travel has compiled a readable compendium on the subject of space with all its ramifications. Written primarily for the lay space addict the book on the one hand clarifies the confusing aspects of space travel, the ICBM and comparable subjects. On the other it neatly shoots down the various theories on flying saucers and relegates many current ideas to Jules Verne and H. G. Wells. Although author Ley writes on complex scientific principles he manages to inject a lucid quality into his book that enlightens the reader in an entertaining and informative manner. Summed up, it is scientifically commercial.

Operation Grasshopper, by Dario Politella (Longo). The little-known story of the L-type artillery spotting aircraft used in the Korean War. The trials and tribulations of a big-time air operation run on a puddle-jumper scale. Anecdote-packed, tersely written with all the authority of a personal war diary, this book is recommended to collectors of aviation and Korean War memorabilia.

Standard Aircraft Handbook, by Stuart Leavell and Stanley Bungay (Aero), is the second edition of a handy reference and training manual for aircraft workers and mechanics in factories and maintenance companies. Profusely illustrated, it covers riveting, bolts and fasteners, materials and fabrication, blueprint reading, lofting and templates.

NGA Convention

The 80th General Conference of the National Guard Association of the U.S. will be held Sept. 29-Oct. 2 at Atlantic City, N. J.

Invitations have been extended to nationally known governmental and defense officials to address the conference and it is expected the meeting will be the largest and most interesting in the association's history. Advance reservations indicate that at least two dozen State governors, defense heads, members of Congress and an array of top military brass will be among the more than 5,000 anticipated guests.

All business sessions and the States Dinner will be held in Convention Hall. In addition, a full schedule of events for the ladies has been planned.

■ VEST from page 2

of his unit. Movement of household goods and transportation of dependents are not authorized by the orders.

Public announcements on radio and every other communications medium would be triggered by the Secretary of the Air Force after the President's proclamation of a national emergency requiring full mobilization and authorizing the ordering of the ready reserves to active duty, or Congressional declaration of war or national emergency requiring full mobilization.

In preparing advance copies of orders, major air commanders may make the effectiveness date of duty the date that the emergency orders are validated by the Secretary of the Air Force. Or they may time-phase the effective date of duty with a period of from 1 to 30 days after validation by the Secretary.

Members of reserve and national guard units will not be issued orders since they will be called up as a unit. Most reservists who will receive the new orders hold combat support or staff positions with major commands. AFR 45-61, 20 June 58, covers the subject in detail.

(Our guest cartoonist for this issue, Major McGowan Miller, is a member of New York City's 9215th Info. Sq.)



AF Point of View

This is the first in a series, prepared by the Office of Information Services, USAF, devoted to viewpoints on policies affecting the Air Force and the National Defense.

During a recent speech before the American Newspaper Publishers Association, General Curtis E. LeMay, vice chief of staff of the Air Force, made the following comments . . .

On Air Force Missions . . .

The Air Force mission derives from the national strategy, including general war, lesser conflicts, and the cold war. This strategy is reflected in an agreed military concept which the Armed Services have translated into forces, weapons, and capabilities. Service missions are specific charges laid down as part of this method of achieving national objectives.

Briefly, the Air Force is charged with the employment of airpower in the national interest. With equal brevity, I can say that the Air Force can do this job today, in all its variations.

We must, under our guidelines, contribute the primary force to the total U.S. effort to deter general war.

We must also provide for the air defense of the United States.

We have a significant responsibility, together with the other services, for deterrence or resolution of local aggression.

The Air Force has other responsibilities, ranging from the provision of airlift to the development of the first reconnaissance space vehicle.

These tasks require consideration of all possible activities in the air/space field. The activities of a possible enemy also must be considered.

This means that we must know the possible threat, assess realistically, and help achieve so strong a posture as to deter the attempted application of enemy power against the United States.

On Aircraft and Missiles . . .

The Air Force has a powerful nuclear retaliatory force capability. The essentials of this capability involve the fundamental attributes of airpower—the speedy application of adequate force against the source of the strength which threatens the national security.

The Air Force has grouped the weapons—missiles and aircraft—to apply this principle into the long-range strategic forces and the shorter range tactical forces.

That these forces are the primary deterrent is apparent when you consider that between them they would be called upon to deliver 90 percent or more of the decisive U.S. retaliatory effort.

We must maintain this capacity in the future and project it into space as the advances of science and technology permit.

There are practical essentials to the immediate preservation of this capability.

It must, first of all, be instantly ready to react in response to the national decision to do so.

It must be secure.

Finally, it must be able to get to the target and destroy it.

On the "Minuteman" . . .

As strategic missiles enter the picture, we will augment our force with these weapons. When we learn more about them and prove them out as effective weapons, strategic missiles will replace a portion of our piloted forces. However, as far into the future as I can see, I feel we will have integrated

forces of both piloted and unpiloted systems. In this way we will be able to exploit the best features of each. Among the missiles systems which the strategic forces will use are:

The Snark, a long-range missile with a current capability.

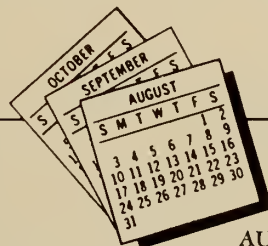
The Thor and Jupiter, both Intermediate Range Ballistic Missiles.

In this connection, there is in the offing a new ballistic missile system of startling potential. This system, called Minuteman, can provide an entire family of missiles in quantity and quality, ranging from a theatre ballistic missile to an ICBM, at an acceptable cost.

Minuteman is the first real sign I have seen of the breakthrough in missiles. It shows clear promise of making possible a major change in the aircraft-missile mixture. The Air Force is striving to achieve this promise, and this system looks like the right answer.

Development of improved piloted systems also continues. The B-58, the first supersonic bomber to achieve operational status, will replace a portion of the present B-47 force. Another addition in the near future, designed to preserve the flexibility inherent in piloted weapon systems, will be the B-70. This system will be chemically propelled and should achieve 2,000 miles per hour.

It will be followed by a nuclear-powered aircraft of tremendous range and endurance. Development of this vehicle may give us a permanent airborne alert force.



COMING EVENTS

AUGUST

Disabled American Veterans, national convention, Louisville, Ky., Aug. 10-16.

National Flying Farmers Ass'n, annual convention, Hotel New Yorker, N. Y., Aug. 11-15.

Veterans of Foreign Wars, national convention, New York City, Aug. 11-15.

Amvets National Convention, St. Louis, Mo., Aug. 19-28.

Second Air Division, annual convention, Henry Hudson Hotel, New York City, Aug. 22-24.

SEPTEMBER

American Legion, national convention, Chicago, Ill., Sept. 1-4.

Section 265, Officers Meetings, Sept. 11-12, Colorado Springs, Colo.

Eastern States Exposition, Sept. 13-22, West Springfield, Mass.

Air Force Association, annual convention, Dallas, Tex., Sept. 25-28.

Annual Bay Area Quality Control Conference, Stanford U., Calif., Sept. 19.

National Guard Ass'n of the U. S., 80th annual convention, Atlantic City, N. J., Sept. 29-Oct. 2.

OCTOBER

ROA Air Force Affairs Committee, fall meeting, Colorado Springs, Colo., Oct. 24-25.



AIR RESERVISTS AND AIR NATIONAL

summer e

AS this midsummer edition of *The Air Reservist* went to press literally thousands of Air Reservists and Air Guardsmen were engaging in, or readying themselves for their fortnight's training. But almost as many more have completed their encampments, a typical few of which are noted in the lines below.

Take, for instance, the 446th Trp Carr Wg—equally as well known as the San Jacinto Wg—which recently completed its own "Operation Stay-at-home". With nearly 90 per cent of its officers and airmen on hand, the wing "stayed at home" at Ellington AFB, Texas, to complete its transition to its recently acquired C-119 *Flying Boxcars*.

The word *transition*, incidentally, is getting to be the most important three syllable in a Reservist's vocabulary. In such a very few years the carrier wings, for instance have gone from the C-47's, to C-46's, to C-119's. And now, this summer, at least one wing—the 445th at Dobbins AFB, Ga., is converting to the "ganz neue" C-123 *Avitruc*. In practically the same period of time, the fighter-interceptor units have ranged from the F-51's (recall that far back?), to *Starfires*, to F-84's, to F-86's, and even now a few units are converting to F-94's and F-100's. Transition? It's been a metamorphosis!

Getting back to the San Jacinto Wing, the approximately 600 Reservists on hand put in full days (and many full nights as well!) completing their transition. The 100 or so pilots logged better than 1,500 hours during the transition training period. But this is only part of the story. The maintenance men, the mechanics, the clerks, the supply men, all had to learn new methods, new nomenclature, new loading systems.

And all this transition, with only year-round week-end flying and priority civilian jobs, the 446th has built up quite a record for itself since its activation three years ago. In one emergency air lift, supplies of Salk vaccine were airlifted to polio-stricken Texas cities during an epidemic, and later, the crews played an important role in "Operation Tampico," carrying emergency food rations and clothing to the storm and flood ravaged area of that Mexico city. The wing was in on "Operation Swift lift" and Sixteen Tons," and it was chosen as one of the first Reserve wings in the nation to implement the Air Reserve Technician Program.

No wonder Col. Forrest R. Harsh is proud of his wing—it'd be hard to beat a record like that!

Transition Period for AFNG

Turning now to a pair of Pennsylvania AFNG units—the 111th Fighter Gp (Air Defense) of Philadelphia, and the 140th Aeromedical Transport Sq of Reading—they, too, were completing transition as well as perfecting their training so that they would be ready *right now* should they be called in an emergency.

The fighter group currently is equipped with the F-94C *Starfire* jet interceptor—a plane manned by a pilot and a radar observer so that it can "detect, identify, intercept and destroy" any enemy plane attacking the U.S., around the clock and in any kind of weather. Col. Edgar R. Owen, commander, said, "The unit only began receiving these 'hot' planes early this year, but the two-week encampment at Hancock Field, Syracuse, N. Y. left it combat ready."

The group, of course, is designed to be self-sufficient, so it has, in addition to the 103d F-I Sq (which operates the aircraft), the 111th Consolidated Aircraft Maintenance Sq (which repairs, refuels, re-arms and maintains the aircraft and all its systems), the 111th Air Base Sq (which runs the base, feeds, supplies, polices, transports, and in general keeps house) and the 111th USAF Dispensary (to keep the group healthy).

Not only do all these units have to learn their own tasks, but, during their short periods of consolidated training, they have to learn to work as a team.

EN AT...

campments

Back we go to the word *transition* — the 140th ATS had only received its quota of C-119J ambulance evacuation airplanes late this spring. Prior to that, it had been flying C-46's. Here again, while the pilots, the crews, the maintenance personnel, etc. were acclimating themselves to their new aircraft, the medical specialists were learning the problems of loading and caring for patients in the larger plane.

The 140th actually has two missions. During peacetime, the objective is to provide immediate and medically acceptable air transport service for aeromedical evacuation within the areas of Pennsylvania; in wartime, it would provide this same service for all military components.

Groups Test Mobile Capability

Attesting to the unit's mobile capability, flying operations started the morning following its arrival at Hancock Field (in all, six AFNG units were scheduled to hold their two-week training sessions at that air field).

The aeromedical squadron, like the fighter group, is designed to be self-sufficient and it has sections ranging from pilots and medical specialists, to administrative, maintenance, engineering, supply, installations, and food service.

The unit's commander, Capt. Nicholas J. Bereschak, declared his squadron's motto is "You Call—We Haul", and it aptly describes the state of ever-readiness of the 140th.

Still another troop carrier wing—the 512th, formerly at New Castle County AFB, Wilmington, Del., survived a hectic encampment. Immediately after its two weeks training, it had to move, lock, stock and airplanes, to the Naval Air Station at Willow Grove, Penna.

While on its active duty at Grenier AFB, New Hampshire, the 326th and 327th Tactical Squadrons successfully dropped paratroopers and heavy equipment in cooperation with the 82d Airborne Division at Fort Bragg, N. C. The 328th, a detached squadron from Niagara Falls, N. Y., also performed a similar mission. Col. John S. Bagby, wing commander, in a report to AF dignitaries inspecting the wing—Maj. Gen. John W. Persons, cmdr, 14AF and Brig. Gen. Felix L. Vidal, dep'y ass't c/s for Reserves—highly praised his air crews, a sentiment corroborated by the two generals.

During his two day stay at Grenier, Gen. Persons made a complete inspection of the base and the wing's activities. He also stressed the importance of a sound AF Reserve Program. Both he and Gen. Vidal appeared chiefly interested in the wing's professional proficiency and combat readiness.

So go the summer encampments—much the same for all the Air Reserve Forces. Each has a specific problem of its own which always manages to get solved. The solution is not automatic—it happens because people try, and then make it that way.



1st Lt. Moran of 111th Ftr-Gp is
loading rocket in pod of Starfire.



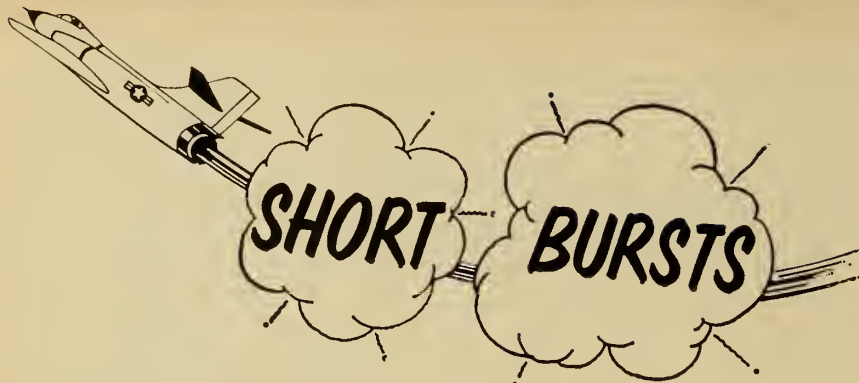
TCW pilots learning intricacies of
C-119 controls in flight simulator.



"Patient" receives artificial respiration from 140th medical team.



S/Sgt. Al Anderson, 446 APSq, fires a .45 on range at Ellington AFB, Tex.



ALASKA TO REMAIN "FOREIGN DUTY" — Servicemen and civilian employees can expect to continue to receive foreign tour pay and allowances after Alaska gains full statehood. No question on civil service personnel, but legality of military overseas pay being studied—no changes foreseen.

FIRST SAGE CENTER READY — Gen. Edwin W. Rawlings, AMC commander, formally opened the SAGE (Semi-automatic Ground and Environment) air defense center at McGuire AFB, N. J. The \$55 million air defense system—one of 32 SAGE centers soon to blanket the nation—was called a "mechanical marvel—a real technical and logistics triumph," by Gen. Curtis E. LeMay, AF vice chief of staff. SAGE is an interlinking of radar, electronic computers, and telephone and radio communications used to pinpoint the positions of planes and possible weapons heading toward the U. S.

"GOONEY BIRDS" FOR ALASKA AFNG — Transformation of Alaska's AFNG from jet fighters to transports was completed recently with the redesignation of the 144th F-I Sq to the 144th Air Transport Sq (Lt.) at Kulis AFNG Base, near Anchorage. Formerly equipped with F-86's, the 144th now is flying the familiar C-47 transport.

"60-40" SAYS GENERAL IRVINE — Although the current ratio is 99 manned aircraft to one missile, we can look forward to an eventual leveling off to 60 percent aircraft and 40 percent missiles, stated Lt. Gen. C. S. Irvine, DCS/materiel at Hq USAF. It will remain at that level indefinitely, the general added.

READJUSTMENT PAY PROPOSAL — The House Armed Services Committee last month approved a proposal authorizing RIF'd Reserve officers to receive two month's pay for each year of active duty, quadrupling the present ½ of one month's pay for each year of active service.

SHORTER SALVOS — Action in the House in July saw a successful vote to increase funeral allowance for veterans from \$150 to \$250....Favorable action by the Senate seems likely....Elaborate plans being made for AFA's annual convention to be held in Dallas, Texas, Sept. 25-28....

■ MAIL BAG from page 2

be credited for retirement. Doctors are not in excess of mobilization requirements and are assigned and retained in ISLRS if they do not earn at least 15 points yearly in addition to points awarded for membership. Service in ISLRS is not satisfactory for retirement.

I'm a member of the ARNG. Going to meetings once a week interferes greatly with my college education. Is there any way I could become a member of the Air Reserve or AFNG?

GR
Brooklyn, N. Y.

Members of other Armed Services may transfer to the Air Reserve or AFNG provided a vacancy exists, the Army will issue a conditional release, and provided the individual has performed at least 90 days active duty. If you transfer to the Air Reserve or AFNG and are serving in a draft deferred status you will be required to participate in training.

Is it necessary for me to include my service number in correspondence to the Air Reserve Records Center?

KHA
Miami, Fla.

Inclusion of your service number (AFSN) is imperative in all inquiries addressed to the Air Reserve Records Center. All records now are filed in terminal digit sequence based on the service number.

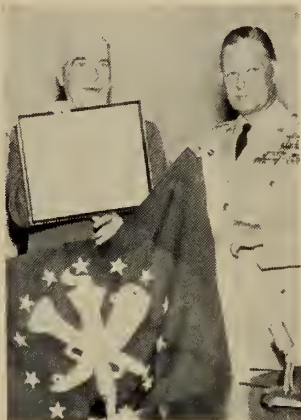
How may I apply for assignment to the Judge Advocate General's Department, AFRes, in order that I may participate in reserve activities in a legal capacity?

EG
Butte, Montana

You must have valid reserve status of first lieutenant or above. Your application should be submitted to the appropriate numbered air force. Application forms and further information should be obtained from your unit commander. If assigned to NARS, IRS, or ISLRS, application forms will be furnished by the numbered air force or the nearest reserve unit upon request. Manning of Ready Reserve positions (AFSCs 781 and 782) of all major air commands will be limited to Reserve officers who have been appointed in or assigned as Reserves of the Air Force, Judge Advocate General's Department.

DEPARTMENT OF DEFENSE *Reserve Awards*

Gov. Hodges, N.C.
accepts award
from Gen. Anderson,
ARDC commander.



*The Air Reservist Magazine
salutes civilian activities which
have been honored recently
for their cooperation and con-
tribution to the Air Reserve
program as recipients of the
Department of Defense Re-
serve Awards. Announcement
recently was made of awards:*

State of North Carolina,
sponsored by the 1682d
AResC, Raleigh, N.C.

Worcester Federal Savings and Loan Association, sponsored
by the 2625th AResC, Worcester, Mass.

Phoenix Mutual Insurance Company, sponsored by the
604th AResC, Hartford, Conn.

Denver Public Schools, sponsored by the Air Reserve Rec-
ords Center, Denver, Colo.

Missile and Ordnance Systems Branch, General Electric Co.,
sponsored by the 2614th AResC, Philadelphia, Penna.

Available ART Positions

As indicated in the May 1958 issue of *The Air Reservist*,
implementation of the Air Reserve Technician (ART) Pro-
gram is now underway at 24 locations. The following listing
is representative of the positions existing at most locations:

Airman-level Positions

Personal Flight Equipment Handler and Leader	WB-7 & WL-7
Parachute Repairer and Packer Leader	WL-10
A/C Painter and Doper—Airframe Fabric Worker	WB-15 & WL-15
Powered Ground Equipment Repairer and Leader	WB-15 & WL-15
A/C Mechanic and Leader	WB-15 & WL-15
A/C Piston Engine Mechanic and Leader	WB-15 & WL-15
A/C Sheet Metal Worker and Leader	WB-15 & WL-15
A/C Instrument Systems Mechanic and Leader	WB-15 & WL-15
A/C Electrical Systems Repairer and Leader	WB-15 & WL-15
A/C Hydraulic Systems Mechanic and Leader	WB-15 & WL-15
A/C Propeller Mechanic and Leader	WB-15 & WL-15
A/C Radio Repairer	WB-15
A/C Welder	WB-15
Machinist	WB-17
A/C Overhaul Inspector	WB-17

The salary for the Wage Board and Working Leader posi-
tions is based on prevailing rates for comparable positions in
civilian industry of the area concerned and, accordingly, will
vary between locations.

Training Officer (General Fields)	GS-8 \$5470-6820
Production Control Specialist	GS-7 \$4980-6330
Management Analyst (Administrative Services)	GS-6 \$4490-5840
Supervisory Military Personnel Clerk (Typing)	GS-6 \$4490-5840
Military Personnel Clerk (Typing)	GS-5 \$4040-5390
Stock Control Clerk	GS-5 \$4040-5390
Training Instructor (General-Typing)	GS-5 \$4040-5390

Clerical Assistant (Operations)
Stock Control Clerk

GS-5 \$4040-5390
GS-3 \$3495-4350

Officer-level Positions

Air Commander (Pilot)	GS-13 or 14
Director of Operations and Training (Pilot)	GS-13
Aircraft Maintenance Officer (Pilot)	GS-11, 12, or 13
Supervisory Airplane Pilot	GS-12
Airplane Pilot	GS-11 and 12
Personnel Officer	GS-10 or 11
General Supply Supervisor	GS-6 or 7

Annual salary ranges for the positions listed:

GS-6 - \$4490-5840	GS-12 - \$8330-10,250
GS-7 - \$4980-6330	GS-13 - \$9890-11,810
GS-10 - \$6505-7855	GS-14 - \$11,355-13,275
GS-11 - \$7030-8950	

Since the number of personnel required by category will
vary between ART organizations and will provide a basis as
to whether or not competitive examinations will be announced,
interested personnel should contact one of the Boards of U.S.
Civil Service Examiners which are handling the ART Examin-
ing Program.

The boards and their areas of responsibility are indicated
below:

Board, 2500 ABGp at Mitchel AFB, New York: Connecticut,
Delaware, Maine, Maryland, Massachusetts, New Hampshire, New
Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia
and Andrews AFB, Maryland.

Board, 2578 ABGp at Ellington AFB, Texas: Arkansas, Louisiana
and southern Texas. (This Board is responsible only for airman-type
positions within its prescribed area).

Board, Det 1, 2577 ARFC, US Naval Air Station, Dallas, Texas:
For airman-type positions: northern Texas and Oklahoma. For officer-
type positions: Arkansas, Louisiana, Texas and Oklahoma.

Board, 2466 ARFC, Bakalar AFB, Indiana: Indiana, Kentucky,
Ohio and West Virginia.

Board, 2589 ARFC, Dobbins AFB, Georgia: Alabama, Florida,
Georgia, Mississippi, North Carolina, South Carolina and Tennessee.

Board, 2465 ABGp, Minn-St. Paul International Airport, Min-
nesota: Illinois, Iowa, Kansas, Michigan, Minnesota, Missouri,
Nebraska, North Dakota, South Dakota, and Wisconsin.

Board, 2347 ARFC, Long Beach Municipal Airport, California:
California, Idaho, Montana, Nevada, Oregon, Utah and Washington.

Ricks Trophy

Eight Air Force National Guard jet fighter pilots, in demon-
stration of their planes' all weather interceptor capability, will
fly a simulated combat interception and deployment mission
next month in competition for the Earl T. Ricks Trophy. The
planes will fly between Jacksonville, Fla. and Dallas, Tex.

The Ricks Trophy is sponsored by the Air Force Ass'n in
honor of the late Maj. Gen. Earl T. Ricks, former chief of the
NGB's AF division.

Previously, the Ricks event has been a speed run from point
to point. This year, however, the competition has been de-
signed as an operational mission in which combat effectiveness
as well as speed is tested.

The aircraft will take off from Imeson Field after sunset,
Sept. 21st, refuel at Callender Field in New Orleans, and finish
over Hensley Field. On the first leg of the flight each pilot will
be required to complete a successful intercept mission, guided
by an AFNG radar specialist on the ground.

Participating pilots, all combat qualified, will fly F-86D
aircraft and the mission will be flown under instrument flight
rules with all details of the event coordinated with the CAA.

"THE HIGHEST BRAND OF HEROISM"—This is an extract from an editorial in the *Denver (Colo.) Post*: "The manner of Capt. John T. Ferrier's dying deserves a salute of deepest respect.

"Capt. Ferrier was a member of the Colorado AFNG's precision jet flying team, the Minute Men. While performing at Dayton, Ohio . . . his F-86 *Sabrejet* became disabled and hurtled toward the ground. He could have ejected himself and parachuted safely to earth. But he feared the plummeting plane would hit the thickly packed homes below. So he stayed with the plane and steered its dive into an open field.

"He thus obviously sacrificed his own life to save a possible score of others. It was the kind of heroism that keeps the fine traditions of our fighting force fresh."

More cannot be said.

SAFETY COUNCIL AWARD—The 2589th AFRC at Dobbins AFB, Ga., has been selected by the National Safety Council for its highest award, the "Award of Honor" in recognition of its outstanding ground safety record last year. The Center accomplished an 18 per cent overall reduction in ground accidents during 1957 over the preceding two years.

Lt. Gen. William E. Hall, ConAC commander, warmly congratulating the 2589th, declared that "this superior accomplishment resulting in the conservation of critical manpower and material so vital to our mission is a reflection of sound personnel management and operating efficiency."

RESERVE MEDICS STUDY SPACE—Medical reservists of the 635th USAF Hospital (R) based at Mitchel AFB, N. Y., flew to Wright-Patterson AFB, Ohio, to study space problems for their two-weeks' active duty tour.

Col. Wilbur A. Smith, commander, said the doctors, nurses and other medical personnel delved into such problems as "What medical significance is attached to a man in space when there is no gravity to hold him down?" and "What mental and physiological changes do fliers at high altitudes experience?"

"There are no rule books for medical problems brought about by man's leap into space," Col. Smith commented.

INTER-SERVICE ISO's HOLD SEMINAR—Some 40 Information Officers from all the military services in the San Francisco Bay area attended the first inter-service Bay Area Information Services Seminar at the Press and Union League Club. The seminar was sponsored by the ISO Flt of the 2643rd AResC.

Lt. Col. Abe Mellinkoff, city editor of the *San Francisco Chronicle* and commander of the ISO Flt, was moderator. Prominent representatives from news media, advertising and public relations fields were guest speakers, as was Maj. Gen. Sory Smith, 4AF commander.

AFNG UNIT GETS FLYING SAFETY AWARD—New Jersey's 119th F-1 Sq (AFNG) was presented a flying safety award as one of the last official acts of the now inactivated First Air Force. The 119th was cited for the period of October 1, 1957 to March 31, 1958, during which the unit operated their F-84F *Thunderstreaks* in assigned combat-type missions without accident of any kind. Maj. Gen. John H. Ives, then commander of 1AF, in a letter accompanying the award praised the 119th's "enviable record" while transitioning from F-86E to the newer, faster and higher-climbing F-84F's. The missions included flying at both subsonic and supersonic speeds, long-range missions, aerial refueling, air-to-air and air-to-ground gunnery, and the dropping of bombs.



SHORT HOPS—Maj. Gen. Winston P. Winston, chief, AFDiv, NGB, sent a letter of commendation to the 152 F-1 Sq, Arizona AFNG, for receiving the highest rating in the AFNG on tactical evaluation . . . Capt. Edwin G. Pippis, Jr. flying officer of the 127th Tac Recon Wg, Michigan AFNG, was elected president of the Aviation Writers Assn. . . . Airman Albert Kelley, Jr., a member of the 435th Trp Carr Wg, Miami, Fla., represented that state in the National Publinx Golf Tournament held in Chicago . . . The 9964th ARS of Oak Ridge, Tenn., recently opened its new quarters at 901 Turnpike . . . Carol C. Walker, daughter of Col. Emmett Cockrum and wife of an AF lieutenant, was the first WAF graduate of Southern Illinois U's AFROTC program . . . S/Sgt. Albert C. Jensen of the 9235th ARS, Providence, R.I., received a commission as a captain in the AFRes . . . The 9973d ARS of Odessa, Texas, held a "Career Day" for high school students . . . Ground was broken this summer for a new home for the 2605th AResC of Wilkes-Barre, Penna. . . . Lt. Col. Clyde O. Carpenter, 9962d ARS management instructor, received the Knoxville (Tenn.) Council of Civic Clubs' top award for outstanding community service . . . The 512 TCW, formerly based at Newcastle, Del., completed its transfer to Willow Grove, Naval Air Station, Penna. . . . Recently commissioned Reservists from airmen ranks include T/Sgt. M. C. Johnston to captain and M/Sgt. James H. Brewer to 1st Lt., both assigned to the 9962d ARS, Knoxville, Tenn.



Maj. Gen. John W. Persons, cmdr, 14AF, greeting Mrs. Frances Bero, winner of 12th Powder Puff Derby, at Cacheron Field, Ga. She flew from Lang Beach, Calif.

HUNDREDS of boys and girls throughout the Puget Sound area of Washington State recently enjoyed a day they'll not soon forget, as guests of the U. S. Air Force Reserve.

These youngsters were the "star boarders" among the throng attending the third annual Air Force Reserve Youth Day, held at McChord AFB near Tacoma. The event, sponsored by Seattle's 9086th ARGp, was originated in 1956 by Maj. Bruce Penny, group information services officer.

"The purpose of Youth Day is two-fold," explained Maj. Penny. "First, to generate interest in the Air Force among the younger generation, and second, to acquaint the wives and families of air reservists with their particular assignments and with the latest aircraft and equipment we have."

In addition to the 9086th, which supervises training activities throughout western Washington, Reserve units affiliated with troop carrier operations at nearby Paine AFB also participated.

Youth Day activities started even before the youngsters began converging upon the big air base. The King County Sheriff's office provided a VIP motorcycle escort and whisked the youngsters from Seattle 40-odd miles to McChord in almost as many minutes, clearing a path with sirens and red

he Kids Have Their Day

lights through the heavily-travelled Seattle-Tacoma highway.

From the moment they entered the McChord gate, the eyes of both children and adults popped like corn in a hamper as they witnessed thrilling displays of aircraft and equipment on the ground, and the latest and most modern of jet craft zooming overhead.

By noontime, and some miles of walking, the stomachs of both the small fry and their parents began rumbling and they headed for the chow line at the 1705th MATS Gp dining hall where they polished off heaping plates of tasty food. The abbling throng then adjourned to the base theater to view a movie showing the mission of the supersonic F-102 jet interceptors, airplane of the 25th Air Division at McChord.

Later in the afternoon, the big moment the boys and girls had been waiting for came as Maj. Penny, acting as master of ceremonies, called them to order. As each youngster stood, Col. Henry L. Tyler, acting commander of McChord, "swore in" to the Air Force—for the day—all boys and girls in the audience, from toddlers to teen-agers. Each "recruit" was presented a Youth Day "certificate of service" for the day, printed by Navy Reserve officer Jack Jarvis, a Seattle newspaperman, in his home hobby print shop.



Parents (and friends) certainly are just as interested as the kids when it comes to inspecting jet planes, as this view of a static display displays



Col. Tyler welcomed each boy and girl, and their parents, which was followed by short talks on the mission of the air reserve by Lt. Col. Bradford H. McDouall, commander of Seattle's 2648th AResC, and Lt. Col. Woodrow J. Ingrahan, newly named commander of Seattle's 9086th ARGp.

As suspense built up toward the main event of Youth Day—selection of an honorary staff of young "commanders"—Mrs. Vieta Weihe was introduced as the 1958 "Mrs. Air Force Reserve of Washington State." This honor was initiated in 1957 as a means of pointing to the assistance of the wives and mothers in the reserve program.

The new "Mrs. Air Force Reserve" then officiated at a drawing to select lucky boys and girls to "replace" the real Air Force commanders.

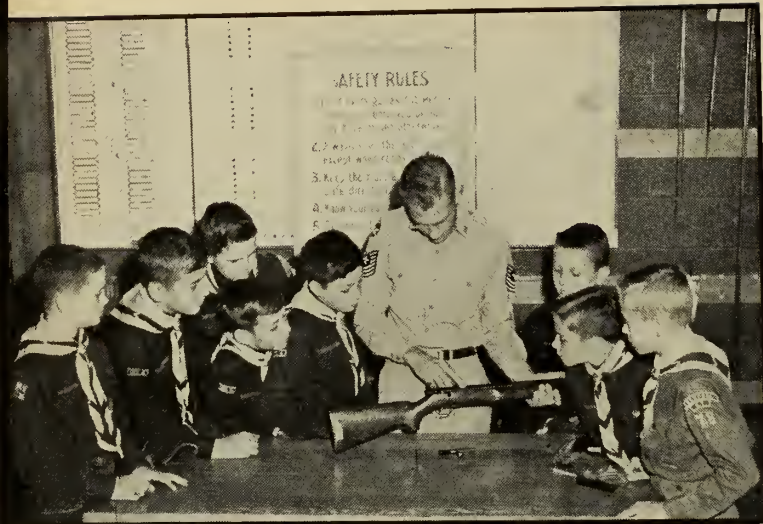
Top honors went to Don Kissack, 10, named honorary C.O. of McChord and Jim Norem, 9, honorary Air Reserve C.O. Other honorary commanders selected were: Bobby Olsen, 5, fighter C.O.; Peter Franz, 7, bomber C.O.; Celeste Memmer, 5, transport C.O.; Greg Parish, 11, fire marshal; and Peggy O'Neil, 12, provost marshal.

Each of the young "commanders" was presented a loving cup inscribed with the office for which they were selected.

As dusk fell and the hundreds of weary but happy youngsters—and their parents—wended homeward, the oft-repeated comment heard was:

"Boy, this Air Force is great. That's for me!"





M/Sgt. Harry P. Kilpatrick, NY Air Guardsman, selected by the Air Force Ass'n as "Outstanding AFNG Airman of 1958" shown teaching Explorer Scouts rudiments of gun safety in rifle range-celler of his Syracuse home.

Flying Safety Award

Two thousand accident-free hours in the air over a recent six months period is the enviable record of the 77th Troop Carrier Squadron (Res), Donaldson AFB, S.C. As a deserving reward, the 14AF's Flying Safety Plaque was presented during the annual summer encampment of the 445th Troop Carrier Wing, parent organization of the 77th at Miami International Airport.

More on Pay Data

In the July issue, *The Air Reservist* listed the daily rate of pay under the June 1 Congressional Pay Bill. Owing to space limitations and deadline, the complete table beyond the 18-year mark and the warrant officer table were not printed. To forestall justifiable protest from our more venerable compatriots we herewith rectify the omission:

*Grade		Over 20	Over 22	Over 26
0-6	Old	—	24.96	26.00
	New	28.67	30.33	32.83
0-5	Old	—	21.32	22.36
	New	24.83	25.83	—
E-7	Old	—	10.66	11.18
	New	11.67	—	—

*Except as shown above, all grades listed in the July issue indicated maximum pay. Flight pay remains unchanged and has not been included.

Grade	Under 2	Over 2	4	6	8	10	12	14	16	18	20	22	26	30
W-4 Old	11.10	11.83	—	12.35	12.87	13.39	14.04	15.08	15.60	16.12	—	16.64	17.16	17.68
New	11.10	12.53	12.77	13.30	13.87	14.50	15.50	16.20	16.80	17.20	17.60	18.10	19.17	19.83
W-3 Old	10.09	10.79	—	11.05	11.31	11.57	11.96	12.48	12.74	13.52	—	14.27	14.79	15.31
New	10.09	11.43	11.60	11.77	12.67	13.27	13.73	14.23	14.70	15.27	15.67	16.23	16.87	—
W-2 Old	8.83	9.36	—	9.62	—	10.66	11.18	11.67	11.93	12.45	—	12.97	13.49	14.01
New	8.83	9.93	10.23	10.93	11.40	11.83	12.30	12.70	13.10	13.53	13.90	14.67	—	—
W-1 Old	7.31	8.37	—	8.89	9.54	9.80	10.19	10.45	10.71	11.23	—	11.75	12.27	—
New	7.31	8.87	9.50	9.97	10.43	11.13	11.50	11.80	12.13	12.50	13.00	—	—	—

New Look

Titles for the two new enlisted "super-grades" in the Air Force have been approved by Gen. Thomas D. White AF chief of staff, as have the insignia.

E-8 will be called a senior master sergeant and will wear one chevron above his present six stripes; E-9 will be called chief master sergeant and will wear two chevrons above his present insignia.

First promotions to the new grade E-8 are slated for Sept. 1, while the initial promotions to chief master sergeant will be made December 1, 1959.

In the regular establishment, Public Law 422, which authorizes the two new enlisted grades, restricts the armed services to one per cent of their enlisted strength in the E-9 grade and two per cent in the E-8 grade.

■ ROA from page 5

among missiles, rockets, ships and other weapons, the U. S. will be prepared for either a general or limited war, he stated.

AF general officers present, in addition to Gen. Hall, were Maj. Gen's Richard A. Grussendorf, ass't chief of staff for Reserve Affairs; Homer L. Sanders, vice commander, ConAC; Sory Smith, Robert E. L. Eaton, and John W. Persons, 4th, 10th and 14th AF commanders, respectively; and Brig. Gen's Felix L. Vidal, Royal Hatch, Jr., Julian M. Chappell, and Winslow C. Morse.

Rear Adm. Leon L. Jacobi of Detroit was the convention choice to succeed Brig. Gen. deLessups S. Morrison (USAR) as national president. Col. John W. Richardson, newly-elected vice president for air, will head the AF's 11,000 ROA membership section.

The ROAL (Reserve Officers Association Ladies) convention concurrently, chose Mrs. Karl G. Heine of Oakland, Calif. as their new president, with Mrs. Roger E. Wheeler stepping down after a two year reign.

■ RAWLINGS from page 3

AMC's assets total about \$36,000,000,000. There are near 1½ million different items which we furnish the AF. The command has nearly 200,000 personnel, of whom one-eighth are military.

All but 150 of our reserve officers are in a participating program. However, only about 100 airmen are in this program. I hope that the latter group will increase, as more airmen realize that the best benefits for themselves and for the AF will accrue from joining a participating program, since it will put them into direct contact with the operational AF.

With this impetus given our Reserve program, I believe will produce even greater benefits for the individuals, for the Command, and for the Nation.



Congress Cites Air Reserve unit: A June 26 insertion in the *Congressional Record* by the Hon. Richard E. Lankford (Md.) paid tribute to the flying safety record of the 459th Troop Carrier Wing. The Reserve unit from Andrews AFB contributed outstandingly to the overall safety record completed throughout Continental Air Command during 1957. Congressman Lankford inserted the article "Daedalian Prophecy" which appeared in the June issue of *The Air Reservist* into the Record as a supporting document. He also emphasized the remarkable safety standards achieved by the *Congressional Wing* despite the high air traffic density of the District of Columbia area during hazardous transitioning from C-46 to C-119 aircraft. Said Congressman Lankford: "... With our newspapers filled with stories of crashes and near misses in our overcrowded airways, it is most heartening to read the record of an Air Reserve unit which has established an enviable reputation for safety. . . ."

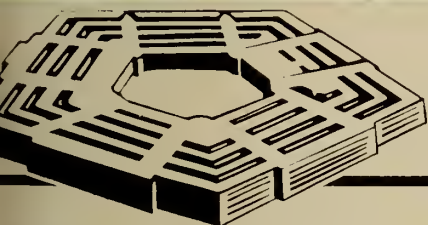
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ECI Notes: New courses available—*Outside Wire and Antenna Systems Installation and Maintenance Specialist* (#3623) and *Administrative Officer* (#7000) . . . The rumor that ECI courses will cost \$5 per enrollment is not so, says ECI; this applies only to USAFI . . . AFR 53-2A, 14 Feb 58, says Air Reserve and AFNG officers will have to take ECI Squadron Officer course within three years after recall to active duty if they have more than 12 years service. Completion of a higher general service school course precludes this requirement.

Fluorescent Paint Proves Successful: Without fanfare, the Air Training Command has been experimenting with fluorescent paint on its 1,600 training planes for the past year. Object has been to evaluate "see and be seen" mid-air collisions on the basis of the new method. With 90 percent of its aircraft treated with the new paint there have been zero "see and be seen" air accidents during approximately 400,000 flying hours.

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Near-miss Incidents: AF Sec. James H. Douglas has taken exception to a general tendency to treat AF planes as aggressors in reports of near-miss incidents in the air. A recent near-miss over Modesto, Calif., when a commercial airliner was forced to make a 500-foot dive to avoid collision course with a B-52, prompted his remarks. He did not dispute the airliner's evasive action so much as the inference that the B-52 was at fault. Investigation disclosed that the B-52 enroute on a training mission from Castle AFB was on ground-controlled radar from take-off to cruising altitude under authorized CAA IFR clearance. The airliner was on VFR clearance, responsible for his own clearance of other aircraft, with unrestricted weather and visibility. Said Secretary Douglas: "I cite this incident to clearly indicate the B-52 position and its rigid conformance with all CAA rules and procedures. Unfortunately, I am sure this is not the impression received by people reading the account in the press based on the report of the commercial pilot. . . . It should be emphasized that it takes two aircraft to constitute a near-miss and because an Air Force aircraft is involved it does not necessarily follow that it is responsible."



Pentagraphs

Risks in Reserve Still Face Stigma: The Defense Department has reaffirmed a policy of giving less than honorable discharges to reservists because of association with communist-front groups, or activities that occur after their period of active duty. DOD was questioned by Congressional sources since this policy is similar to one previously laid down which penalized individuals engaged in communist-front activities prior to induction; a policy later overruled by Supreme Court decision. Congressional sources felt this current practice might be an invasion of the rights of a private citizen. DOD countered that the policy justifiably extends to its reservists and that service secretaries had the option of type of discharge to give in these cases.

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Flying Tigers Convene: The 11th national convention of the fourteenth Air Force Association (Flying Tigers) is being held in San Francisco this month (August 7, 8, and 9) at the Palace Hotel. Features of the convention include presentation of the sixth 14th AFA Scholarship to a child of a former "Flying Tiger" killed in China and presentation of a bust of General Chennault to the USAF Academy. Lt. Gen. Charles B. Bone, III, USAF (Ret.), honorary permanent VP of the Association has been active with the convention committee in preparing an outstanding program of activities.

Academy PS for AFNG: USAF has given the green light to the Air Force Academy to start prep school training for Air National Guardsmen with subsequent entry into the Academy for those qualified. Current preparatory school program offers training to those AFNG members on regular competitive basis, but quotas have been limited. New plan offers worthy AFNG applicants more opportunity for entry into the Academy in subsequent competitions.

☆ ☆ ☆

B-52G Missile Platform Bomber: Gen. Thomas D. White, USAF chief of staff, headlined a program at the Boeing Airplane Co., Wichita, Kan., marking the rollout of this country's first B-52G missile platform bomber. The modified *Stratofortress* will carry *Hound Dog* guided air-to-surface missiles capable of sustained supersonic flight. They can be launched several hundred miles from their targets and will allow the advanced missile platform bomber to start on its return to base or proceed to still another target with its prime bomb load.

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New ROPA Pamphlet: A new up-to-the-minute ConAC pamphlet 'ROPA and You' will be mailed soon to all AFRes officers. The brochure, pocket-sized, not only will include all the latest changes to ROPA, but will feature pictorial highlights of the evolution of the Air Force.

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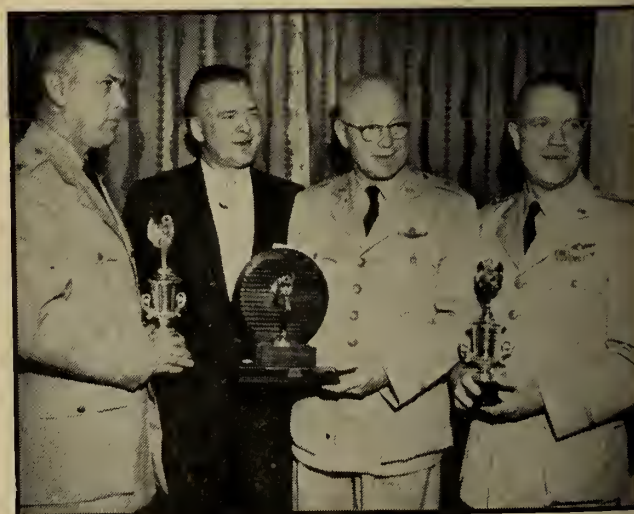


M/Sgt. Louis J. Rasmussen, 631st USAF Hospital (R), Calif., voted nation's outstanding Reserve airman receives a model F-105 from Col. George G. Northrup, dep'y commander, 4AF.



Artist's conception of the new hangar for the 733d TCSq (R), Hill AFB, Utah. The 52,800 sq ft hangar is part of a \$2,262,432 project, largest ever undertaken in that state to support the Air Reserve. It's pretty!

RESERVE CAMERA



Dep'y ass't sec'y AF Benjamin W. Fridge presents ROA awards at confab to, l-r: Maj. D. Goldsmith, cmdr, 8501st ARSq; Brig. Gen. M. Little, cmdr, 349th TCW; Lt. Col. R. Hubbard, cmdr, 9405th ARSq. (page 5)

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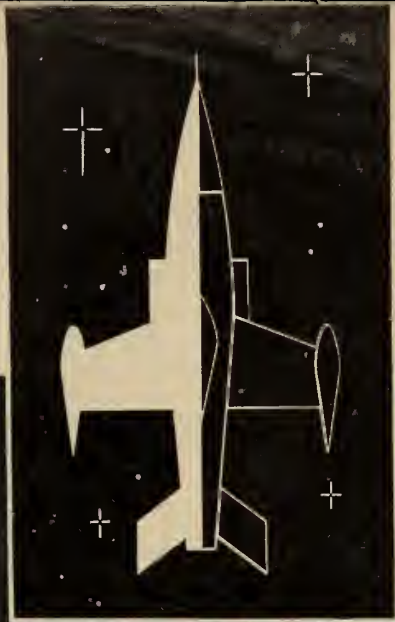
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Reservist

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SEPTEMBER 1958





I read *The Air Reservist* each month and look forward to its coming.

I have been in Category "B" since my discharge from active duty in September 1954. Three years ago, the liaison NCO sent my name to Denver for an AF Form 712, but I have not received a copy. What should I do?

GSK

San Bernardino, Calif.

AFR 45-45, para 17a states that "Air Force Form 712 will be prepared in triplicate insofar as possible from information contained in the person's field personnel record and then forwarded to the custodian of the person's master personnel record for completion and verification." You should see your NCOIC about this matter again.

I am a *Standby* Reservist and have been gaining points through attendance at Reserve meetings in an unassigned, non-pay status.

see MAIL BAG page 10

THE AIR Reservist

VOL. X — NO. 9 SEPTEMBER 1958

AIR FORCE RESERVE AIR NATIONAL GUARD
AIR FORCE ROTC CIVIL AIR PATROL
EXPLORERS, BSA

Lt. Gen. William E. Hall
Commander, Continental Air Command

Col. Blake C. Miller
Chief, Office of Info. Svs., ConAC

EDITOR
Lt. Col. Joseph H. Friedmann

ASSOCIATE EDITOR
Fred E. Giachino

STAFF WRITERS
T/Sgt. Earl C. Nelson, Earl E. Lane

The *Air Reservist* is an official publication of the Directorate of Internal Information, Office of Information Services, Continental Air Command, approved by the Secretary of the Air Force as the medium for the AF Reserve, the Air National Guard, AF ROTC, Civil Air Patrol, and the Explorers, BSA.

Editorial Office: The AIR RESERVIST
OIS, Hq. ConAC, Mitchel AFB, NY

The Material contained in *The Air Reservist* is listed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by the Secretary of the Air Force and the Director of the Bureau of the Budget 15 July 1955.

Air Transport Personnel

Hq USAF has announced that aircrews, key support personnel and those in key managerial positions in the Air Transport Industry will be eligible for Reserve assignment in the same manner as any other Reservist engaged in a critical civilian occupation.

The primary effect of the new criteria is the halting of further force outs required under the former policy. In this connection, whenever a Reservist in a non-critical skill is available, acceptance of an individual in a critical skill is prohibited.

Determination as to whether an Air Transport Industry employee is in fact immediately available has been vested in the commander of the parent flying center, AResC, or ART commander, who must consider such factors as actual availability and ability to meet participation standards.

There is no intent to permit retention through use of equivalent or appropriate duty in lieu of attendance at unit training assemblies within the Category "A" program.

Reserve Forces Seminar

The first annual Chief of Staff's Reserve Forces Seminar will be held at Hq. USAF on November 7. The purpose of the seminar is to promote greater understanding of Air Force objectives, plans and programs among members of the Air Force Reserve and auxiliaries of the Air Force.

General Thomas D. White, USAF chief of staff, will open the program with a short discussion on the "Air Force Family."

Other subjects to be discussed will be *Air Force Worldwide Operations*, *Changing Plans with Changing Times*, *Air Force of the Future*, *Financial Support of the Air Force*, *Manning of the Air Force*, *Air Force Hardware*, and *Air Force Legislative Program*.

Gen. Curtis E. LeMay, USAF vice c/s, has programmed a one day orientation by the Air Staff which some 250 key Reservists will attend. Of these, 115 spaces have been allotted to ConAC and 50 to AFNG.

Mob Alignments Clarified

With WPR 59/60 alignments substantially completed, reactions from the field indicate that the overall response has been gratifying. Naturally there are some dissatisfactions but an exploration of the problem areas will alleviate much misunderstanding.

The main complaint revolves around the reduction of Part II spaces for officers and airmen. Line officer requirements were reduced by 2,038; airman positions by 18,657. To understand these reductions one must know the ground rules which governed current allocations of Part II spaces.

Allocation of Part II spaces was based on geographical considerations. Alignment had to be restricted to those individuals in an Air Reserve Center nearest the unit and station of assignment having a manning capability. In the light of modern military mobility and current budgetary limitations, the following reasons are advanced for this position:

1. Rapidity of mobilization. Logically, in an emergency situation transportation difficulties and other disruptions would delay mobilization proportionally to the distances of travel involved.

2. Maximum training is possible only when travel time is reduced to a minimum.

3. Economy requires the reduction of travel costs.

4. Difficulty in arranging short tours. The new plan will permit the Air Reserve Center to visit or call the nearby base involved instead of resorting to lengthy correspondence and/or expensive long distance calls.

see MOB page 1

COVER: Let's face it! What with shots at the moon, contemplated manned flights into space and Explorers and Sputniks orbiting, its nearly "tomorrow." Since much of the copy in this issue deals with "tomorrow," why not our cover.

THE AIR RESERVE

BACKSTOP FOR THE REGULAR AIR FORCE



by **Lt. Gen. S. E. ANDERSON**
Commander of
Air Research &
Development Command

SINCE 1776, we Americans swiftly rose in times of crises in defense of our country. We mobilized our manpower, organized our resources, mass-manufactured our weaponry. All these things we did rather well.

We wrested victory from our enemy during the Revolutionary War, and again in 1812. We speedily brought to a close the Mexican and Spanish-American engagements. American intervention in World War I, and our manpower and materiel in World War II, tipped the scale of victory toward the Allies.

In all these engagements, however, two facts stood stark against the horizon of victory. One is that our civilian-soldiers and Reservists far outnumbered their professional compatriots. The second is that in every instance we had time to train our civilian-soldiers and Reservists after war started. But no more. Never again shall we enjoy the luxury of time to permit us to train Reservists in emergencies. The swift pace of today's science and technology makes it mandatory that ARDC Reservists be in constant training to produce and perfect new weapons that would be used immediately in a future war.

We in ARDC believe that never again will masses of men face other masses of men across designated battlefields. The cannonading, musketry and dashing cavalry charges of the 18th and 19th centuries have been relegated to history books. With the dropping of an A-bomb over Hiroshima in August of 1945, we entered a new age—at once wonderful and frightful. Brawn and mass on that day gave way to brains and scientific research and development.

Special Committee Is Appointed

In the wake of World War II, USAF leaders became concerned with the lack of emphasis on research and development. At the request of Gen. Hoyt S. Vandenberg, then USAF Chief of Staff, a special committee headed by Dr. Louis Ridenour, then Dean of the Graduate College of the U. of Illinois, was appointed to study the problem. In September 1949, it produced and published the "Ridenour Report."

As a result of this report, all USAF R&D activities were consolidated and brought under the jurisdiction of the Air Research and Development Command (ARDC), now located at Andrews AFB, Maryland.

Today, ARDC is made up of nine research, test and development centers and various special activities. One of these activities is ASTIA which publishes and disseminates scientific reports and papers. Another is our Brussels office which monitors R&D in Free Europe and the Near East.

One of our better known centers is the AF Missile Test Center, Patrick AFB, Fla., where long-range missiles are fired

from Cape Canaveral to distances of 5,500 miles plus and where weapons of the future are tested and tempered.

Another is the Air Proving Ground Center, Eglin AFB, Fla., where are tested complete weapon systems: that is, the aircraft, its armament and the whole gamut of related support items in a simulated combat condition. Also tested at APGC is the environmental effect new aircraft have on people who fly and maintain them.

As we in ARDC project our plans toward the future, we must look to the scientist and the technician to help us design and build the superior fighters, bombers, missiles and rockets which are serving today as deterrents to aggression, and to help us solve our present and future space problems.

Although AF Reservists number over 500,000, we concern ourselves only with ARDC Reservists, experienced in R&D.

Will Utilize Talent of Reservists

In the past, Reservists were given more-or-less routine assignments during their active duty tours because of the time required to tell them what to do and the difficulty in keeping them trained so they could accomplish anything in a short two-week period.

But we felt we could accomplish something in ARDC where we need all the brains and originality that we can find. We decided, therefore, to utilize the wealth of talent and know-how available to us through our Reservists by having them help us solve problems our professional people didn't have time to tackle because of the press of day-to-day activities. Time proved us right.

Some 12 months ago, ARDC inaugurated a new Air Reservist training program, positive in tone and definite in content. The concept introduced Reservists to current ARDC tasks and problems on which they work during their 15-day active-duty tours and then complete while on inactive duty. The program already has proved profitable to the command.

ARDC's initial Reservist training concept shaped up when a special problem was handed to a group headed by Col. T. B. Holliday of the 2650th ARGp, Chicago, Ill.

The Air Force, of course, has for quite some time been concerned with space. But we wanted a study made which would tell us whether or not any military advantage would accrue to the US and the AF through the development of a space capability to extend AF information on the subject. One of the conclusions reached was that space will be a living, growing thing whose dimensions will be constantly expanding as man's knowledge increases.

In yet another study, Reservists ranging in rank from cap-

see ANDERSON page 14

AFA Convention

The Air Force Association's 1958 National Convention at Dallas, Texas, late this month, will highlight man's entry into the realm of space.

Heading the list of events is the Reserve Forces Seminar and Workshop on Thursday, September 25, at the Baker Hotel. Key points of this seminar will be a progress report by Assistant Secretary of the Air Force David S. Smith; a discussion on legislation by the Hon. Overton Brooks (La.); civil defense requirements by Lt. Gen. Clarence H. Huebner, USA-Ret., director of civil defense (N. Y.); and logistics requirements by Dr. Allen Ferguson, director of the Research Transportation Center, Northwestern University.

The afternoon session will be devoted to air defense requirements; a discussion on space flight requirements by Col. Paul Blassingame, head of the Department of Astronautics, USAF Academy; a talk on civic responsibilities by Gen. Curtis E. LeMay, vice chief of staff USAF; followed by the annual AFA awards presented by Peter J. Schenck, president of AFA.

On Friday, September 26, Professor John Turkovich, Princeton University, will give his specialized viewpoints on Russian science; Dr. Gerard Kuiper, Yerkes Observatory (University of Chicago) will speak on Moon exploration; Dr. Hugh Dryden, director of the National Space Administration will address the assembly in that capacity; and Gen. Thomas S. Power, head of SAC, will explore the strategic use of space. These discussions will be followed by panels on the X-15 program and "Man in Space."

Saturday night, Sept. 27, the Air Power Awards Banquet will be held, with Secretary of the Air Force, the Hon. James H. Douglas, as principal speaker.

The Air Power Panorama—reputed to be the largest of its kind to date—will open on the evening of September 25 and run throughout the convention.

Appointments and Recalls

Direct appointments and recalls for officers in the Chaplain's Corps, Judge Advocate General Dept. and WAF—all Reserve—are being offered in Fiscal Year 1959.

FY59 requirements are for direct appointment and/or recall of 165 chaplains qualified for duty in AFSC 7916 and 7924. A recall quota of five and a direct appointment quota of 145 are established.

FY59	Direct Appointments		Recalls	
	Quota	Grade	Quota	Grade
1st Qtr	50	1st Lt	1	Capt
2nd Qtr	25	1st Lt	1	Capt
3rd Qtr	45	1st Lt	1	Capt
4th Qtr	25	1st Lt	2	Capt
	145		5	

FY59 JAGD Reserve officer requirements are for direct appointment and/or recall of 150 in company grades, qualified for duty in AFSC 7824. Reserve officers in the grade of major applying for recall against this quota must be nominated to USAF for recall consideration.

FY59	Direct Appointments	Recalls
1st Qtr	25	5
2nd Qtr	25	5
3rd Qtr	25	5
4th Qtr	25	5
	100	20

JAGD direct appointment and recall quotas are flexible and will be made only after it has been determined that qualified

volunteer Reservists are not available against recall quotas. Applicants must be qualified under AFR 45-26 and AFM 36-5 as appropriate.

FY59 requirements are for 160 WAF officers for recall and direct appointment in the grades of second and first lieutenant. A recall quota of 20 and a direct appointment quota of 140 is established.

WAF officers for recall must have attended Officer Basic Military Course at Lackland AFB. This requirement does not exist for direct appointees not being recalled.

Ricks Trophy Competitors

Eight Air National Guard jet fighter pilots, from as many different units, will compete for the Earl T. Ricks Trophy flying between Jacksonville, Fla. and Dallas, Tex., starting after sunset, Sept. 21st.

Fighter-interceptor units competing include the 181st from Dallas, the 182nd, San Antonio; the 111th, Houston; the 125th, Tulsa; the 122nd, New Orleans; the 159th, Jacksonville; the 185th, Oklahoma City; the 173d, Lincoln; and the 151st from Knoxville.

Demonstrating the all-weather capability of the F86-D Sabrejets, the pilots will fly a simulated combat interception and deployment mission.

More on "Ready Swap"

Operation *Ready Swap* is a name frequently heard in the 10th and 14th Air Forces these days. As the name implies there's a great deal of old fashioned "horse trading" and "horse sense" involved in this new ConAC-Air Materiel Command joint program designed to contribute to the combat readiness of AFRes crews while they perform peacetime missions vital to the nation's defense.

The Reservists trade their present skills and know-how to the AMC, airlifting high priority cargo between depots. This cargo consists of weapons system material of such weight and size that they are not feasible for transportation by commercial air carriers.

In return, the Reserve crews gain valuable experience by performing actual missions which are similar to those they would carry out if they were ever called to active duty.

The new plan actually began rolling during the first part of July. The Reserve crews of the 14th, for instance, tallied 218 flying hours on *Ready Swap* during the month, flying 34,361 miles, and hauling 167,855 pounds of cargo.

Flying C-119 aircraft, the Reserve crews ferry the priority materials inter-depotwise between Robins AFB, Ga.; Brookley AFB, Ala.; Kelly AFB, Tex.; Tinker AFB, Okla.; and Olmstead AFB, Pa.

Are You Still Confused?

In the last issue of *The Air Reservist* an attempt was made to explain the difference between *extended active duty* and *active duty for training*. Factually, the article was correct, materially, it was incomplete.

It should also have said: "Reservists on *active duty for training* will be carried on the Morning Report of the regular unit with which active duty for training is performed, for the duration of the active duty training tour."

In other words, the Reservist is carried as *attached*, and not assigned. His Reserve unit will continue to carry him as *assigned*, but present elsewhere for duty.

area called **SPACE**

SHORTLY after World War II, strange stories began to appear in the newspapers which made readers take *Buck Rogers* and *Flash Gordon* a bit more seriously. Until that time there were those who lamented our lack of new horizons; decried a dying pioneer spirit and insisted that the stereotyped rugged individual rapidly was becoming *passé*.

Today we have a new horizon—the horizon of space. To explore this new domain requires pioneers with all the courage of Columbus, many times over.

Unfortunately for the romantically inclined, the age of space has little need for the swashbuckling, two-fisted individual which fiction writers love to portray. Today's adventurer must have good health, a calm set of nerves and a mind like a steel trap. He must also have an education that would put him at ease with an Einstein.

This, then, is the man who will fly the X-15 outside the earth into an area called space.

The Air Force's late Capt. Iven C. Kincheloe was the first man selected for this newest adventure. It was also he who publicly exploded the idea of *rugged individualism* in present and future space pilots. He described a thousand tests and scores of techniques that had to be learned in more prosaic aircraft before tackling the *big job*. It is a grueling business with the pilot becoming the product of the efforts of a thousand other people. There is no room for Hollywood types.

Family Man

The man who stepped into Kincheloe's place is AF Capt. Robert M. White. Also a family man, he has an excellent flying and combat record, and is a graduate engineer.

The ship White will fly—higher and faster than any other man—is a pencil-thin craft with wings like cleaver blades which has stubs of control surfaces and a ventral fin. Going at full blast it will get as hot as would a normal size bedroom with 80 floor furnaces going at once.

Traveling at 3,600 miles an hour, 100 miles above the earth in an airless void will present unique problems. Special controls will permit White to keep the X-15 on course with wrist motion only because his arms will be pressed tightly into his seat by the tremendous "G" forces to be encountered. To keep the plane in its proper attitude during flight above the atmosphere, hydrogen peroxide jet streams in the nose and wingtips will be used for the first time. Acting just like jets of steam, they will push the plane in the opposite direction to their force.

Going up and orbiting around Earth a few times will present fewer problems than trying to re-enter the atmosphere. While aloft he will be concerned with breathing in an artificial atmosphere and the possible psychological effects of "weightlessness" that could prove harmful. After he makes his required number of orbits around Earth he will dip his craft into shallow dives to skip in and out of the denser atmosphere in order to slow his speed. Otherwise, friction would light up the craft and it would be burned to cinders before it reached the ground.

As it stands, designers of the plane expect it to encounter temperatures near 1,000 degrees. A new alloy of 70 percent nickel, 15 percent chrome, and small amounts of iron, manganese and copper has been developed for use in the skin of the plane. Special internal insulating material, as well as a super air-conditioning unit have been constructed to permit the pilot to withstand even these temperatures.

To perform its intended mission, the X-15 has from the

see **SPACE** page 14



★Capt. Iven C. Kincheloe, Jr., selected as the first man to take the X-15 outside Earth's atmosphere. He flew the X-2 to an altitude of 126,200 feet, a record still unchallenged. He was killed when his F-104 crashed on July 26, 1958.

Capt. Robert M. White, Kincheloe's "back-up" man, will fly the X-15 some time in 1959 on man's first step toward the moon. A veteran combat pilot, he has also had an active part in testing the "Century" series of jet aircraft.



Before turning the X-15 over to USAF, Scott Crossfield, North American's chief pilot, will test it.

First ART Commander

The honor of being named the nation's first Air Reserve Technician (ART) commander went to Mr. Campbell Y. Jackson, a lieutenant colonel in the AFRes, who also was appointed executive officer of the 459th Trp Carr Wg, Andrews AFB, Md.

"The selection of the first commander in the Air Reserve Technician program is an important milestone in this new plan. It means we are finally underway," declared Benjamin W. Fridge, deputy assistant secretary of the AF for manpower and Reserve affairs and one of the chief proponents of the ART concept.

Col. Jackson, a former management analyst with the Office of the Army Comptroller in the Pentagon, also was commander of the Congressional Wing's 459th Tac Gp. The Wing is commanded by Brig. Gen. Ramsay D. Potts, Jr.

Under one of the stipulations of the ART program (currently being implemented at 35 AFRes flying units across the country), the ART commander must be either the wing commander or its executive officer.



Col. Jackson

SAR Accomplishment

ConAC's Search and Rescue Coordination centers have been instrumental in saving 607 lives since the command was assigned as Federal Coordinator of the nation's search and rescue activities in June, 1957.

The centers have coordinated 765 search and rescue missions as of August 1. Aircraft have been dispatched to aid 1102 persons in distress, have flown 13,653 sorties and logged 28,161 flying hours in rescue operations.

Civil Air Patrol, volunteer auxiliary of the Air Force with which ConAC maintains close liaison, effected well over 50 per cent of the rescue missions—flying 8,040 sorties and logging 14,234 flying hours.

Along with the USAF, Navy, Coast Guard, CAP units, various U. S. Government and some foreign agencies, the AFRes' five Air Rescue Service squadrons, flying SA-16 *Albatrosses*, have participated in the rescue activities.

Search and Rescue Coordination centers are located at Mitchel AFB, N. Y., Robins AFB, Ga., Selfridge AFB, Mich., Hamilton AFB, Calif., and Dallas Naval Air Station, Tex.

Pilot, Navigator Recall

A limited number of Air Reserve and Air National Guard pilots and navigators are being offered the opportunity to return to extended active duty in the Air Force for duty with the Strategic Air Command.

The voluntary recall program will be open to captains and lieutenants who are qualified pilots or navigators of SAC aircraft. These include B-52 and B-47 bombers, and KC-135 and KC-97 tankers.

The Reservist pilots and navigators recalled to active duty by the AF will be eligible for career Reserve service or for Regular AF appointments.

Reserve officers who will need training in one of these SAC combat crew specialties will not be considered in the recall program. The AF added that it has no plans to recall Reservists in other military specialties at this time. It was pointed out that the Mid-East situation had no direct bearing on this small recall program.

The AF emphasized that this limited recall program is designed to increase SAC's combat efficiency and at the same time save hundreds of thousands of dollars in training costs through the return to their AF careers of fully trained combat crew members.

Air Force Reserve multi-engine tanker and multi-engine jet pilots and navigators wishing to return to the AF for career service may apply to the Commander, Air Reserve Records Center, 3800 York St., Denver 5, Colo. AFNG officers may apply through Guard channels.

National Guard Convention

"The role of the National Guard on the Nation's Defense Team of the Future" will be the theme of the 80th general conference of the National Guard Ass'n of the U. S. which will open at Atlantic City, N. J. on Sept. 29 and run through Oct. 2.

Gen. Thomas D. White, AF Chief of Staff, will be among the country's top military leaders who will address the expected 2,000 delegates and their guests at the business sessions in Convention Hall. Later, on opening day, the Department of Defense will present a panel discussion of the overall defense program, including a discussion on future roles and missions of the Air Force.

Another feature on opening day will be a demonstration of precision flying by the Colorado *Minutemen*, the AFNG internationally-known jet team.

In conjunction with the National Guard conclave, the annual Air Advisers' Conference will be held on Sept. 30. It will feature open discussions of the command structures under which air advisers operate and the problems which may have arisen during the past year. The responsibility of air advisers in the control of accidents also will be highlighted during the meeting. The conference will be monitored by Brig. Gen. Royal Hatch, Jr., deputy for AFNG affairs, ConAC.

C-123s in Evidence

An aircraft new to the AFRes program took a featured spot at this year's summer encampment of the 445th Trp Carr Wg at Memphis, Tenn. The Fairchild C-123 craft was very much in evidence as members of the 445th carried out their duties at the city's Municipal Airport, home of the 2584th ARFC. The Reservists were putting the finishing touches to their transition from the C-119 *Flying Boxcars*.

The 445th, which has its headquarters at Dobbins AFB, Ga., is the only one of the nation's Reserve troop carrier wings presently slated to convert to the new aircraft. An assault transport designed to operate from short fields, the C-123 is powered by twin 2,500 horsepower engines, has a top ceiling of over 25,000 feet, and can hit a top speed of 240 miles per hour. Cargo-wise, the plane has a capacity of 16,000 pounds or 60 troops.

Airmen and officers alike have shown great enthusiasm in the changeover training—the enthusiasm being evident not only in the crews and mechanics, but in all of the wing personnel.

Ten Issues in FY59

Due to Bureau of Budget limitations, ten issues of *The Air Reservist* will be published during FY59. Of necessity, the upcoming Oct-Nov and June-July 1959 issues will be combined.

Air Force Point of View

This section of the "Air Reservist" is devoted to viewpoints on policies affecting the Air Force and National Defense. As key members of the nation's air arm, it is vitally important that all Air Reservists keep informed on current Air Force thinking.

On the Flying Air Force's Future . . .

Are the Air Force men who believe that the airplane is not a thing of the past as misled as the military men were who thought the horse cavalry and battleship could never be dispensed with?

Has the missile replaced the piloted aircraft just as the motorized cavalry and airplane replaced the horse cavalry—the aircraft and missile carrier and submarine replaced the battleship?

No—and the reason lies partly in the main differences between an airplane and a horse and a battleship. It doesn't make much horse sense to see that the differences are considerable. At the same time, no one can say that the characteristics of missiles and modern supersonic airplanes are oceans apart.

Potentially, piloted aircraft and piloted spacecraft show greater promise for many military jobs than the one-shot, unthinking missiles. For some jobs the missiles are better. That's why the Air Force will use both kinds for tactical and strategic bombing and interception. It will use both the piloted and unpiloted vehicles.

The horse finally reached its limits as a major element in warfare after centuries of great utility. So did the battleship. But the piloted airplane and the piloted spacecraft have bright futures as teammates of the unpiloted aircraft and spacecraft and unmanned satellites.

Aircraft flying at space-like altitudes or "on the deck" at several times the speed of sound, carrying missiles that will shoot hundreds of miles; orbiting spacecraft bristling with missiles; nuclear powered aircraft, patrolling for weeks on unpredictable courses and armed with very long range missiles, for both offense and defense; gigantic transport craft; vertical take-off craft—all these are only a few of the kinds of piloted aircraft and spacecraft that may be replacing current equipment, just as the B-52 is replacing the B-36.

The flying Air Force continues to have a job "as big as the sky" and a future "unlimited as space."

On Air Offense/Defense . . .

The new Defense Reorganization Act which became law on August 6 should strengthen both unified commands and unified planning for the combat forces, and bring better control of the Services' research and engineering. However, it does not change Service missions. It does not, for example, change the assignment to the U. S. Air Force of primary interest in both the offensive and defensive air operations for the nation.

These two major combat functions are assigned the Air Force in the same law that describes the Army mission as "prompt and sustained combat incident to operations on land" and the Navy mission as "prompt and sustained combat incident to operations at sea." This law, the National Security Act of 1947, says that the Air Force "shall be organized, trained and equipped primarily for prompt and sustained offensive and defensive air operations."

"Consideration of the air offensive/air defensive problem as an entity is mandatory," said AF vice c/s Gen. Curtis E. LeMay recently. He explained it this way:

"In the event of war, the objective, the primary objective,

must be to eliminate the enemy's airpower as soon as possible. To do this requires coordinated effort to win the air battle. This I refer to as the principle of 'counter force'.

"The principle of 'counter force' is nothing new. It has been applied for centuries on land and at sea. On both land and sea, there are, as there are in the air, weapons which are better for the offense than the defense and vice versa. However, I know of no Navy that considers a battle at sea to be divided into two parts—offensive and defensive. I know of no Army that ever had its forces divided into defensive divisions and offensive divisions. Likewise, to fight an air battle, air defensive forces and air offensive forces must be interrelated and centrally controlled to achieve the greatest effectiveness."

Gen. White has frequently stressed the need for extremely close coordination between the air offensive and the air defensive. Speaking to the Senate Appropriations Committee, he gave reasons why the air offense and the air defense are not independent, but dependent on one another. Said Gen. White:

"In case of surprise attack, for example, our strategic forces must be alerted and launched at the same time as our defense forces are going into action. They cannot be permitted to interfere with each other's operations. This requires extremely close direction and control to assure protection of our offensive and defensive forces and the most effective destruction of enemy forces.

"In developing our air offensive and air defensive, we must also have close coordination in our training and in the development of combat techniques. Our offensive forces will then know what to expect of a good defense. Likewise, our defensive forces will know what to expect from a good offense.

"There are many other factors affecting the efficient performance of the air offense and the air defense. I refer to factors in which the Air Force has long experience and to the procedures and techniques which it has developed over a period of years. This includes air combat experience in three wars, our global communications network and our capabilities in electronic counter measures."

This Air Force interest in offensive/defensive air operations grows greater month by month as both U. S. and aggressor capabilities reach into the upper atmosphere—into space.

Aerospace Power for Peace . . .

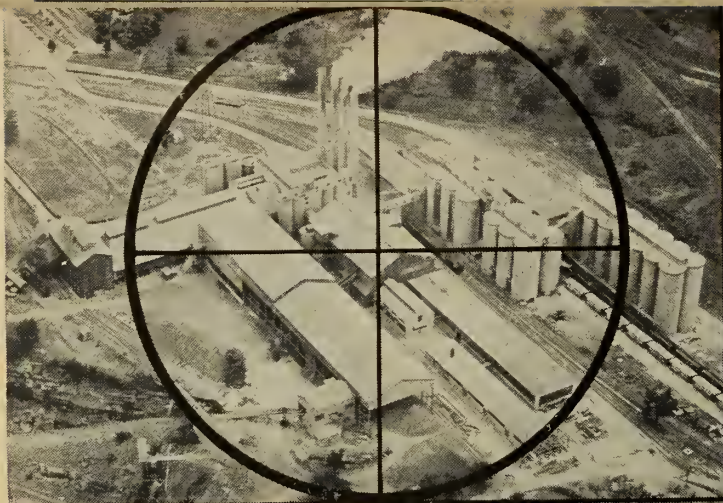
Our national strategy today is one of deterrence, and, as far into the future as I can see, that strategy will continue.

Today, this deterrence is based principally upon nuclear airpower. By the early 1960's, it will be based upon nuclear aerospace power.

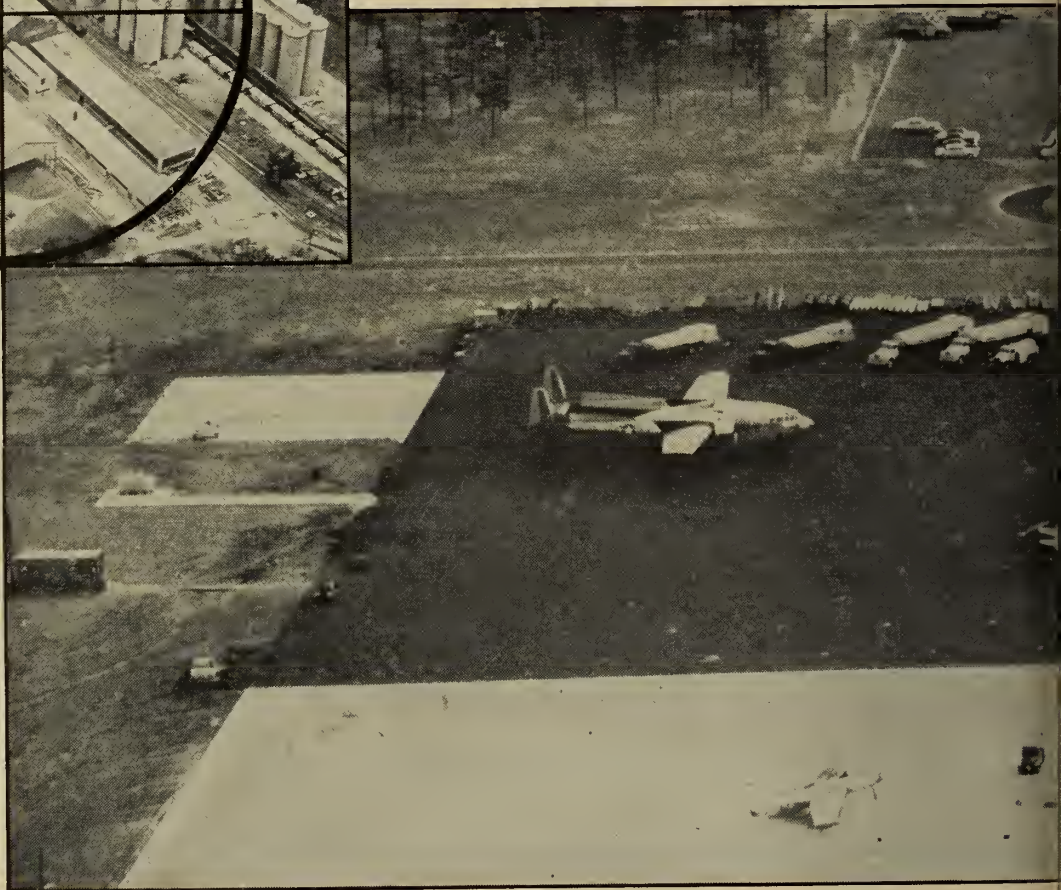
By aerospace power I mean air-breathing vehicles, manned and unmanned, strategic ballistic missiles and spacecraft.

I also include the strong backup required in all aspects of technology, including electronics and research and development toward space operations.

Gen. Thomas D. White
Chief of Staff, U. S. Air Force



An aerial view of a cement plant in Tarrant City, Ala. In wartime, this type of photograph could be of prime importance.



Aerial Photo

SNAPSHOTS, anyone? How about taking pictures while flying through the stratosphere at better than 650 miles per hour . . . ? The latter isn't advised as a hobby—but for the 160th Tactical Recon Squadron, Montgomery, Ala. AFNG, *this is their mission!*

For those not too familiar with the mission of a photo recon squadron, the "book" states that its function is to provide information on enemy air, ground and sea forces; lines of communications and logistical support structures; industrial targets; deployment of enemy forces; and topographic features of the area of combat or projected areas of combat.

It is this realization—among other things—that has made the 160th "operationally ready" following their recent two weeks' active duty tour at Gulfport, Miss. Not only did this unit complete its transition to the mach-plus RF-84F *Thunderflash*, but the pilots engaged in concentrated practice in air-to-ground gunnery, JATO take-offs, artillery adjustment problems, weather reconnaissance, mosaic missions, and even a bit of "dicing photography." This latter, for the edification of the uninitiated, is low altitude forward or side oblique aerial photography.

Maj. James E. Hardwick, commander of the 160th, decided to begin his unit's field training much the same as might well happen if they were "playing for keeps." He made up a squadron alert plan and, at 0300 hours one morning, "pulled the trigger." Within an hour, the squadron was assembled at

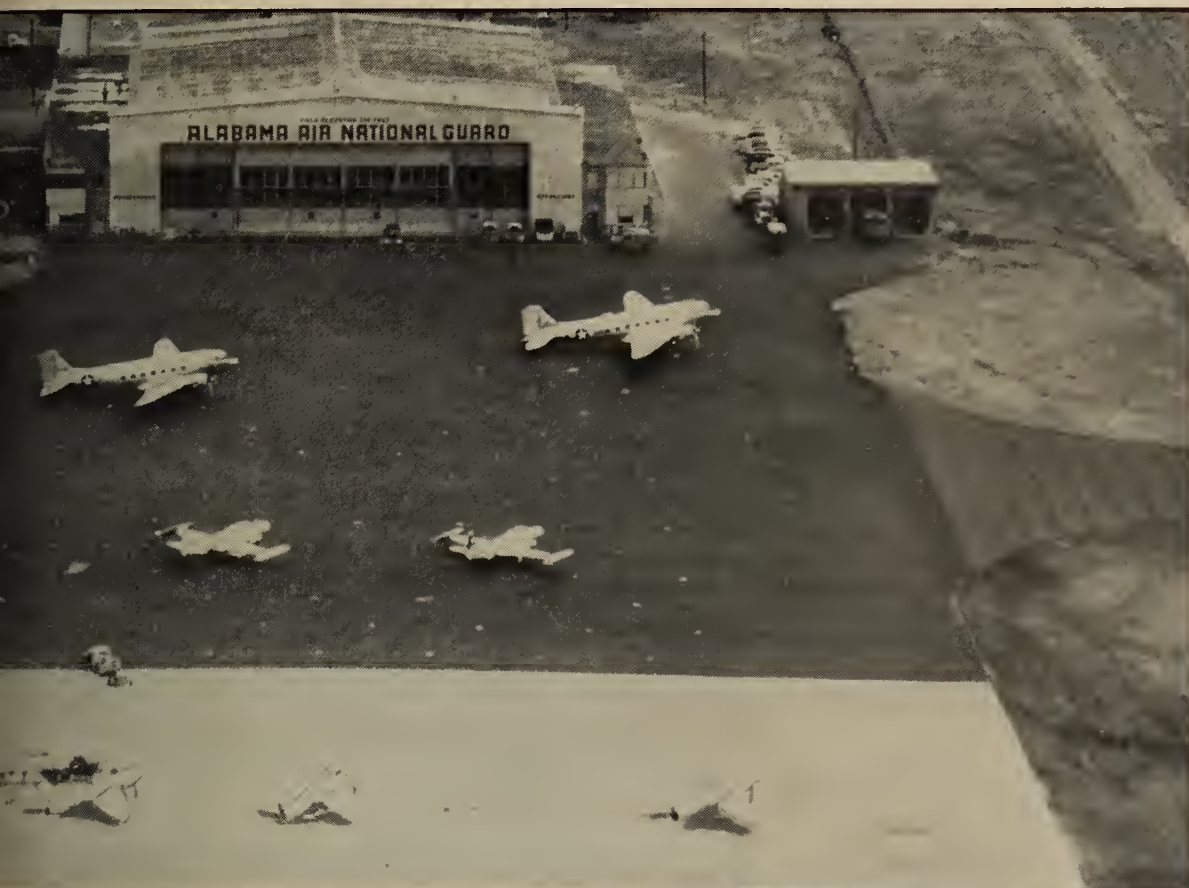
Dannelly Field, packing equipment and processing personnel for movement. The enroute maintenance team departed the field at 0600 hours and the tactical aircraft at 0730.

Meanwhile, arrangements had been made with the 302nd Trp Carr Wg, a Reserve unit based at Clinton County Airport, Ohio, to airlift the main body of the 160th to Gulfport. The C-119 *Flying Boxcars*, arriving on schedule at 0930, despite instrument weather conditions, were loaded and off the ground by noon. An hour later in Gulfport, the C-119's were unloaded, material was returned to the operating section, and the photo recon squadron was "ready for business" at 1600.

"It was a real test for every member of the squadron," said Maj. Hardwick, "and I'm very proud of the results. As a matter of fact, our return to base was accomplished even more expeditiously. The maximum time required to load any *Boxcar* was one hour and 10 minutes—the minimum time, 40 minutes. After we arrived at Dannelly, the aircraft were unloaded and equipment stored in the hangar by the time the C-119 pilots could file flight plans for their take-off back to Ohio. That takes speed, enthusiasm, cooperation, and most of all, know-how. Yes, sir, I'm very proud of the results."

In addition to the required phases of training, four *Thunderflashes* went on a special mission to Texas, Arizona and California, where a total of nine mosaic (an assembly of several aerial photographs into one picture) missions assigned to

raphy at 650 mph



This is Donnelly Field, home of the 160th Tac Recon Sq, as seen through the comeros of on RF-84F.

nit by the 9AF, were completed. The pilots obtained 100% photo coverage on all missions. They were supported by quadron aircraft mechanics and camera repairmen who accompanied the team in a C-47.

Since the unit's activation in 1953, as a part of the 117th Tac Recon Wg (R), the pilots have phased through the F-51, the RF-80, and now the supersonic RF-84F. The thunderflash can reach speeds in excess of 650 miles per hour. The first photo aircraft to carry armament, it can act as its own escort. It is equipped with seven cameras and is capable of taking aerial photographs day or night.

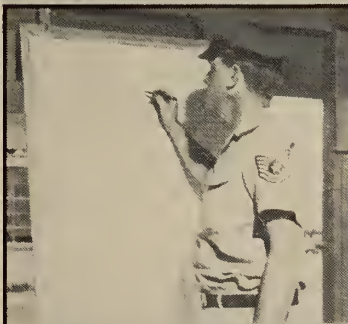
With the new-type cameras in use today, speed has very little effect on the clearness of the prints, except at extremely low altitude. Maximum altitude capabilities of both plane and cameras are classified.

"Our pilot strength is 100% and our overall strength over 70%," said Maj. Hardwick. "These figures are the result of continuous recruiting program and a fine reputation of being unit 'on the go'. All our pilots except two—who just returned from cadet training—have complied with all ConAC training directives and are fully checked out and operationally ready for any contingency."

Needless to say, the entire unit is, like the commander, very proud of its record. But the airmen are aware, too, that only constant work and constant training will keep them ready to perform their M-Day mission.



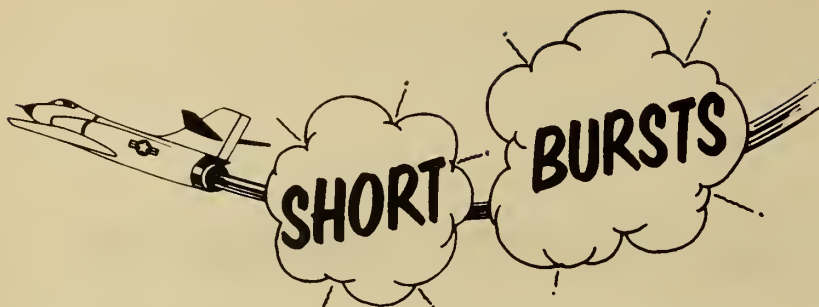
Airmen of the 160th in action loading unit equipment on a C-119 during mobility operation. The equipment was packed, loaded, un-loaded, and put into operation at the field training site, Gulfport, Miss. within a few hours.



T/Sgt. William T. Turner checks the loading status of equipment using a specially designed loading board.



A/1c Jim Bryon, S/Sgt. Tom Brontley and A/2c Jim Brawn (l to r) loading ammunition prior to gunnery mission.



USAF SPACE AGENCY: Brig. Gen. Homer A. Boushey is AF's first Director of Advanced Technology, the separate space agency created early last month. The new office will work closely with the DOD's Advanced Research Projects Agency and will be under the Deputy Chief of Staff, Development.

ATOMIC ENGINES FOR AIRCRAFT: The U.S. is currently developing a nuclear ramjet engine—a miracle power plant—that may send an aircraft roaring 300,000 feet (60 miles) into space at a speed of 5,000 mph, it was revealed in the August issue of Flying Magazine. With actual test runs of the engine set for next spring, the nuclear ramjet will enable an aircraft to travel around the earth several times without refueling.

FLIGHT OF THE ATLAS: The Air Force report on the recent launching of its Atlas intercontinental ballistic missile at Cape Canaveral spelled "success" throughout....The space weapon, most powerful ever fired from the Florida base, left its launching site perfectly—then leveled off at 15,000 miles an hour across a 6,000 mile intercontinental range. Its booster rockets and main sustaining engine poured out 350,000 pounds of thrust.

MINUTEMAN CONTRACTS AWARDED: The AF has announced the awarding of six contracts of a research and development nature for the Minuteman program. The weapon is the AF's new land-based solid propellant intercontinental ballistic missile system, with improvements and advantages over the Atlas and Titan ICBMs. It is to be developed for the strategic force and, in addition to costing less, promises to have greater power with more simplicity.

Shorter Salvos: On Oct. 4, SAC's Cooke AFB, Calif. will be redesignated as Vandenberg AFB in honor of the late Gen. Hoyt S. Vandenberg, former AF chief of staff....The Air Force's mighty Atlas ICBM will be unveiled publicly for the first time on Sept. 25 at Dallas, Texas, as a feature of the Air Force Association's 1958 national convention and airpower panorama....Effective Nov. 1, Lake Charles AFB, La. will be renamed Chennault AFB....New Steve Canyon series—dealing with an AF pilot and his adventures—will premiere Sept. 13 on NBC-TV. Much of aerial footage taken from actual AF films....New dress uniform for AF NCO's was the assignment given to a special board of 15 M/Sgts meeting at Hq USAF.... Reserve activities will be highlighted at the annual conventions of AFA in Dallas Sept. 25-28 and NGA in Atlantic City, Sept. 29-Oct. 2....Semi-annual Eglin AFB Firepower Demonstration slated for Oct. 8.

■ MAIL BAG from page 2

I also have been gaining points through extension courses. How may I become entitled to the \$50. uniform maintenance allowance?
JRF
Houston, Texas

Basically, entitlement to the uniform maintenance allowance will exist when four years satisfactory service (50 point exclusive of extension courses) as a member of the AFRes have been completed and 28 days of active duty have been performed during those four years. Should you feel that you have fulfilled these basic requirements, it is suggested that you submit your claim to the unit where you have been participating for a more detailed computation against the entitlement provisions contained in Section IV, Chapter 16, AFM 173-22, 15 Dec 56.

I am an AFRes major with 18 years satisfactory service for retirement. I am presently enrolled in a *general training course* at an AResC and as such am eligible for future promotion under ROPA. I am a traveling auditor by occupation, and it is becoming increasingly difficult to attend meetings. I take a transfer to NARS and earn retirement credits by taking ECI courses, what will the situation be on my eligibility for promotion under ROPA?

PWD
Boston, Mass.

To be eligible for promotion under the Reserve Officer Personnel Act of 1954, it is necessary for the Reservist to accrue 10 points in addition to his gratuitous points. If you should transfer to NARS and continue to earn retirement credits through ECI Courses, you will not compromise your eligibility for promotion.

Why "The AIR RESERVIST?"

Section 259, Public Law 476, 82nd Congress, states that the Secretary of Defense is directed to disseminate complete and up-to-date information of interest to the Air Reserve Forces.

The Air Reservist magazine is the medium through which this is done. It is designed to provide the members of the Air Reserve components with interesting, timely, and official information directly affecting or relating to their status. It also is intended to keep them informed on matters of general interest affecting policies, missions and equipment of the Regular Air Force.

DEPARTMENT OF DEFENSE *Reserve Awards*

Does your employer deserve the Department of Defense Reserve Award?

Many activities employing Reservists have received the DOD Reserve Award for policies and practices which have contributed to the Reserve Program through consideration of its Reserve employees. These practices should be encouraged.

In many instances employers have made sacrifices to encourage whole-hearted participation by their Reservist-employees in the Reserve Program. It is DOD policy that such patriotic gestures receive suitable public acknowledgment.

Recommendations for DOD Reserve Awards originate with the individual Reservist who is employed by the company or activity concerned. Upon approval by DOD the award-winning activity will receive, at a public ceremony, the Reserve Award which consists of a certificate and citation signed by the Secretary of Defense, and a display pennant.

If you feel your company or activity deserves this award, check with your unit of assignment for the procedure.

* * *

Representing the Secretary of Defense, Brig. Gen. Luther W. Sweetser, 4AF deputy for Reserve Affairs, presented the DOD Reserve Award to the Los Angeles City Schools. Mrs. Georgiana Hardy, president of the Board of Education accepted the award on their behalf. The school board was commended for encouraging its employees and students to join reserve units, providing leave with pay for Reserve tours and considering military service in salary and retirement benefits. Lt. Col. George Goody, AFRes, a member of the board's system research staff, was in charge of the presentation ceremony held in Los Angeles. Also attending the ceremony was Col. James E. Fantone, Jr., commander, Van Nuys (Calif.) ARResC.



Mrs. Georgiana Hardy accepts DOD Reserve Award from Brig. Gen. Luther Sweetser (r). Watching are (l-r) Col. J. Fantone and Lt. Col. G. Goody.

Function of Wing Commanders

Providing guidance to Air Reserve Centers in training, administration, supply and information services matters is the chief function of the Reserve Training Wing Commanders, Lt. Gen. William E. Hall, ConAC commander, declared at the opening of the first Wing Commanders Conference held late last month at Mitchel AFB, N. Y.

Under the new set-up, a wing headquarters must be considered as primarily a supervisory rather than an administrative headquarters Gen. Hall added, cautioning the commanders to avoid becoming "immersed in administrative details."

■ MOB from page 2

Originally, Air Reserve Centers were located on the basis of population concentration. As mobilization criteria began to dominate the Reserve program it was apparent that these large Air Reserve Centers were not close to those regular Air Force installations that required the Reservist's services in the event of mobilization. Hence many centers have received reduced Part II allocations in favor of other centers with more advantageous geographical location. However, allocation was also predicated on a known manning capability of the center concerned.

Secondarily, Part II spaces were reduced by the elimination of a number of AFSC's no longer suitable for Part II utilization. For example, rated positions requiring a currently valid aeronautical rating and flying status were deleted. The AFSC's concerned are 2086, 3274 and 3284. Other eliminated specialties are officer and airmen career field 31 and airman career fields 33, 34 and 46 (except career field sub-division 462x0). These deleted position will be manned by selective assignment.

This does not mean that those Reservists squeezed out of the Part II program are stranded high and dry. They may, and are urged, to apply for assignment to some other phase of the program, and, as Ready Reservists, will be accorded priority in any such reassignment. They may apply for a Part I or Part III slot.

Vacancies in Part I positions will be compiled by ARRC and furnished to Air Reserve Centers, indicating openings geographically available to each ARResC.

Reserves may apply on AF Form 1288 to the unit having the vacancy. The first Part I vacancy listing should be available on or before September 10, 1958.

Part III comprises the General War Requirement for individuals and is divided into three elements:

- Personnel for attritional replacement purposes to be based upon mobilization as determined by Hq. USAF.
- Overseas medical personnel positions.
- Special requirements for Hq. USAF.

Contrary to popular belief, Part III is a desirable assignment. It has all the benefits of a Part I or II position, excepting inactive duty training pay. It carries eligibility for the annual short tour and all available school tours. In addition it provides priority consideration for possible reassignment to Part I and II vacancies. In recognition of the importance and need for Part III requirements, WPR 59/60 increased officer positions by 1,743 spaces; airmen by 25,542.

Reservists may remain in the Air Reserve Center program in the non-pay Training Category E status. This will permit them to receive training and meet point gaining requirements for a satisfactory retirement year. It will also permit them to keep in fairly close touch with current Air Force policies and events, and, possibly, with future opportunity for reassignment to Parts I, II, or III.

OUTSTANDING AIRMEN — T/Sgt. James D. Wittle of the 2606th AResC, Greater Pittsburg Airport, Coreopolis, Pa. has been named 1958's outstanding airman among the Regular Air Force personnel in Continental Air Command. M/Sgt. Louis J. Rasmussen of the 394th Trp Carr Wg, Hamilton AFB, Calif. was selected the outstanding Reserve airman.

Both sergeants will receive certificates and checks as well as other honors at the annual convention of the Air Force Association, to be held in Dallas, Texas, Sept. 25-28.

THE WESTERN TV INFLUENCE — Forty members of the 171st Tac Recon Sq, Michigan AFNG, painted and costumed like the "first Americans," war-whooped their way into the city of Alpena to smoke the "peace pipe" and make a treaty of "peaceful co-existence" with the city's "settlers."

The "Injuns," led by their horse-riding chief, Maj. Clay Hedges, promised Mayor Harlo Herron and other city officials to "spend much wampum" and take practically no scalps. The occasion was the opening day of the unit's two-weeks' active duty tour at nearby Phelps Collins AFNG Base.

FLIGHT SAFETY AWARDS—Meritorious achievement in flight safety during six-month periods in 1957 and 1958 resulted in twenty-one 10AF Reserve and AFNG flying organizations being awarded Flight Safety plaques and certificates from ConAC and Hq 10AF.

The 136th Air Def Wg, Texas AFNG, Dallas, was top award winner. Four 10AF Trp Carr Wgs, the 403d at Selfridge AFB, Mich., the 434th at Bakalar AFB, Ind., the 442d at Richards-Gebaur AFB, Mo., and the 446th at Ellington AFB, Texas, received certificates. Tenth AF winners were the 63d Trp Carr Sq, Selfridge AFB, the 175th F-I Sq, South Dakota AFNG, and the 179th F-I Sq, Minnesota AFNG. There also were 13 runner-up units which received meritorious achievement certificates.

SERGEANTS HONORED — M/Sgt. Robert L. Miller, an AFNG advisor at Buckley Field, Colo., and T/Sgt. Alfred R. Morrell, of the 9612th ARSq, Detroit, Mich., received certificates from Maj. Gen. Robert E. L. Eaton, 10AF cmdr, as the outstanding active duty and reserve airmen of the year.

During the three-day festivities, the two non-coms were presented with keys to the city of Detroit by Mayor Louis Miriani, gifts by area merchants, tickets to a ball game, and were guests at the Sheraton-Cadillac hotel.

BROOKLYN (NY) RESERVIST HONORED.— Maj. George Schofield, of Brooklyn, N. Y., a mobilization assignee with the 836th Air Division, Langley AFB, Va. and a fireman in civilian life, was awarded the *Chief John J. McElligott Medal* for bravery by Mayor Robert Wagner of New York City.

Maj. Schofield (a lieutenant in the Fire Department) risked his life to help save four city employees who were trapped in a sewer filled with toxic gases 35 feet below the street level.

ARKANSAS SQUADRON HONORED—Maj. Bennie D. McSwain, cmdr, 9855th ARSq, Jonesboro, Ark., received the Commander's Trophy when that squadron was named the outstanding Arkansas Air Reserve unit for the first six months of this year.

The units are rated semi-annually on active and inactive participation, reports administration, information services program and reserve recruiting.



SHORT HOPS — Col. Van D. Dowda has assumed command of the 9164th ARGp, Little Rock, Ark., succeeding Col. Robert E. Bibby who is retiring. . . . The 9695th ARSq, Mason City, Iowa, sponsored an *Aviation Day* which included an air show, a static display, a concert by the Offutt AFB band, and an exhibition by SAC's drill team.

Winners of first place in the second quarter 1958 10AF Unit Newspaper Contest was the *Northeasterner*, a product of the Ft. Wayne (Ind.) AResC. . . . Col. Ed Wilson (USAF-Ret.) is the new assistant for Reserve Forces as well as AFA's Director of Military Relations.

N.Y.'s 106th F-I Wg, AFNG, underwent a changeover to an Aeromedical Evac Gp during its two weeks' active duty tour at the Brooklyn (NY) Naval Air Station last month. . . . The 184th Tac Recon Sq at Fort Smith, Ark., compiled 600 hours flown in RF-84F aircraft during June. . . . T/Sgt. Ed E. Belet of Flt C, 9255th ARSq, Newton, N. J., received a commission as a captain. . . . Nineteen Air Reservists of the 9372d ARSq, Fresno, Calif., donated a pint of blood each to the squadron blood bank during their "break" at a regular meeting. . . . AFNG has selected the 197th F-I Sq, Phoenix, Ariz., first, and the 175th F-I Sq, Sioux Falls, S. D. second, for flying Safety Awards. . . . Col. Russell W. Tarvin succeeded Col. William Westlake as sec'y of AF Reserve Policy Committee. Col Westlake retired after 38 years' service. . . . Col. Michael N. Mikulak, formerly director of career guidance, ARRC, replaces Col. Bernard C. Rose, retiring cmdr of the 2610th AResC, N.Y.C. . . . Chaplain (Lt. Col.) David W. Isaac, a mobilization assignee at Richards-Gebaur AFB, Missouri, has written a book, *History of the Air Force Chaplain*.



Gen. T. D. White, c/s USAF (r), says farewell to Maj. Gen. L. E. Thomas, AFRes, a M/A to ass't c/s for Reserve Forces, who retired after 37 years' service.



of 442d TCW re-
d missile cone.
: 1st Lt. P. Gon-
n and Capt. A.
media (Rear),
E. Fresh, A/2c J.
s, S/Sgt. W. Hall
st Lt. Bob Glover.

OPERATION "NOSE CONE"

WHEN the 800 part-time airmen of the 442d *Mohawk* Reserve Troop Carrier Wing, Richards-Gebaur AFB, Mo., started their summer encampment there was an air of happy expectancy. Arriving at Memphis Municipal Airport about the same time American troops and planes were pouring into Lebanon, odds began to run heavy toward a Middle Eastern tour.

The 442d didn't get the "call" to Beirut, but none-the-less the tour will most likely be the longest remembered as Operation "Nose Cone."

Speculation on the Lebanon tour was reasonable considering that active duty troop carrier units, flying the same C-119s as the *Mohawks* had already been phased into the Middle East operation. Kansas City newsmen, making the southward jaunt with the 442d, pointedly quizzed Colonel Charles D. Daily, wing commander, for an educated forecast on *Mohawk* commitments.

Col. Daily, an insurance and investment counselor in private life whose main interest today is the wing, responded non-committally, tersely and somewhat enigmatically: "If called, we're ready."

Surprise Package

It was the diversion of active duty troop carrier wings that dumped a surprise package on the 442d, by way of Operation *Swiftlift*—the scheduled Reserve ferrying program.

The mission was the pickup of a 7,000-pound, fully instrumented Army Jupiter Intermediate Range Ballistic Missile nose cone, from San Juan (Puerto Rico) International Airport. The nose cone had been delivered by Navy units which fished it out of the South Atlantic, with the Army Ballistic Missile Test Center at Redstone Arsenal, Huntsville, Ala., as its final destination.

This was a "first" for the Air Force Reserve. An Air Force Reserve unit had never before participated in a nose cone recovery. The recovery itself, Army spokesmen pointed out, was only the second made of a full-scale Jupiter nose cone fished over the full intermediate test range.

Capt. A. A. DeAlmedia, AFRes, of Joplin, Mo., piloted the C-119 that ferried the information-bearing nose cone back

to the test center. Other AFRes crew members were Capt. Albert I. McAlear, Jr., Springfield, Mo.; First Lt. Paul R. Gonnerman, Belton, Mo.; First Lt. Robert N. Glover, of Overland Park, Kans.; A/2c Elwyn Fresh, Mission, Kans., and A/2c James B. Roberts, Platte City, Mo.

Carried out under the cover of a security classification, the combined Navy-Air Force pick-up and delivery of the nose cone had been planned in advance of the Iraqi-sparked Middle East crisis, according to Lt. Col. Delbert Salmon, director of operations for 10AF, the 442nd's parent organization.

Over-water Flights

Participation by the *Mohawks* constituted a firm endorsement of these Missouri-Kansas airmen, winners of ConAC and 10AF unit proficiency awards.

"The 442d already had put in for a number of over-water navigational flights," Col. Salmon said. "We were able to have the right plane at the right place."

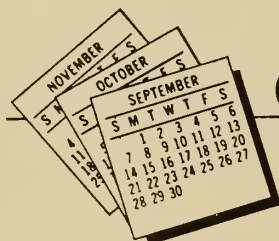
Though less charged with drama, the 442d performed other flying missions guaranteed to maintain the edge of combat readiness demanded by Maj. Gen. Robert E. L. Eaton, 10AF commander.

What may well be another first was the airlift of the 474th Tactical Fighter Squadron from Nellis AFB, Nevada to Clovis AFB, N. M. by the 303d Trp Carr Sq (part of the 442d). Hauling 110 ground support personnel and 82,000 pounds of equipment, the Reservists furnished ten C-119 *Flying Boxcars* for the mission, with an assist of one each from the 403d Trp Carr Wg. (Selfridge AFB, Mich.) and the 440th, Milwaukee, Wis. The 474th was on a deployment move to the gunnery range in New Mexico.

"During the first week," said Lt. Col. George Cooper, a *Mohawk* group commander, we had to give about 80 percent of our time to Operation *Swiftlift*.

Swiftlift is the name designated for the operation in which Reserve flying crews accomplish equipment and personnel transfer missions for Air Force units throughout the country, on a scheduled basis.





COMING EVENTS

SEPTEMBER

- Section 265 Officers' Meetings, Colorado Springs, Colo., Sept. 11-12.
- Eastern States Exposition, West Springfield, Mass., Sept. 13-22.
- Air Force Association, annual convention, Dallas, Tex., Sept. 25-28.
- National Guard Ass'n of the U. S., 80th annual convention, Atlantic City, N. J., Sept. 29-Oct. 2.

OCTOBER

- Aerial Firepower Demonstration, Eglin AFB, Fla., Oct. 8.
- USAF Tactical Fighter Weapons Meet, Las Vegas, Nev., Oct. 13-18.
- ROA Air Force Affairs Committee, fall meeting, Colorado Springs, Colo., Oct. 24-26.

NOVEMBER

- Flying Physicians Ass'n, annual meeting, New Orleans, La., Nov. 3-6.
- AF Chief of Staff's Reserve Forces Seminar, 1st annual meeting, Pentagon, Nov. 7.

■ SPACE from page 5

beginning been an unusual machine. Starting from scratch the designers have had to come up with a device which will fly in the atmosphere somewhat like a conventional plane and then reach into the edge of space much like a rocket. Each requirement has had to have special treatment and as a result 300 different companies have been sub-contracted by its builders, North American Aviation Company.

There is a great deal of speculation as to what will be found outside the earth's blanket of air 100 miles from sea level. There are experts on the matter who claim that this first penetration will not be a true entry into space. Although this point is debatable, there is no question but what all the conditions—weightlessness, cosmic radiation, meteorites and almost total lack of atmosphere—will be encountered. These are conditions that are almost surely to be found whether the X-15 goes out 100 miles, or 1,000.

The first pilot who will try out the X-15 is Scott Crossfield, a skilled aeronautical engineer who for years has been a test pilot on experimental rocket-driven airplanes for North American. Crossfield's job will be to make sure everything on the X-15 works before the company turns the plane over to government researchers. Al White, another engineering test pilot, also is being groomed to fly the X-15 as an alternate.

There is always a reason why a man is willing to take his life in his hands to explore the unknown. Capt. Iven Kincheloe had his reasons and personal glory was not among them. His "back-up" man, Capt. Robert M. White, is cut much from the same cloth. When he climbs into the X-15 some 15 to 18 months from now and reaches for the blackness of the outer edges he'll learn many things.

One thing for certain, it will be one of the greatest adventures man has ever undertaken.



■ ANDERSON from page 3

tain to lieutenant colonel, were called to active duty to develop a pilot questionnaire which we could use for long-range R&D planning. Some 800 firms were surveyed by the group.

We needed to know, for instance, what research facilities being built by industry and the nation's universities would be available to us in case of emergency. We also had to know what plans they were projecting for the future. Our Reservists survey will enable us now to forecast more accurately future AF-ARDC programs.

To date some 17 projects have been assigned to about 800 Reservists in groups. Project titles include: "The Future of the Military Airplane," "The Space Problem," "An Approach to Future (10-20) Years," "Manpower Personnel Requirements," and "The Parameters of a Decisive Weapon."

The value of our current program lies in the utilization now of the talents and skills of our Reservists who represent such a wealth of experience both in industry and in the military service. They are particularly well equipped to handle many specific research problems and special projects.

Reservists All Highly Trained

Included in ARDC's Reservist pool are college and university professors, industrial executives, various types of engineers, and research scientists and technicians in government.

At the close of last year, the number of R&D Reservists totaled more than 8,645. Of this total, some 3,800 were in a ready status. The total AFRes requirement for FY59 will provide 2,305 R&D mobilization positions of which more than 2,100 are expected to be utilized by ARDC in its training program.

During the ARDC Reserve officer's active duty tour and his inactive duty periods, he is exposed to situations which prepare him to meet our mobilization requirements, and, at the same time, assists us in solving our day-to-day problems in technical and scientific fields.

We have in the past and will continue in the future to evaluate our Reservist program realistically.

ARDC's program is geared to current AF war planning and to known mobilization requirements. As a result, ARDC's Reservists must maintain their essential skills and keep current with present and projected plans and programs.

In conclusion, I wish to state that I am pleased with the ARDC Reserve program. I am convinced the future holds much more for ARDC and its Reservists. I am confident that we shall receive increasing benefits from Reservists' efforts as our R&D activities and responsibilities expand.

Information Services Seminar

Theme of the fourth annual Information Services Seminar sponsored by the 9215th ARSq of New York City, will be "The Air Force in Space and the Related Information Problems Involved." The meeting of the ISO Squadron will be held on Nov. 6 and 7 at the Hotel Manhattan, N. Y. C.

Approximately 100 active duty ISOs from all major commands in this country and overseas are expected to attend the seminar which will hear discussions by public relations, newspaper, magazine, women's interest and radio and television executives. A feature of this year's seminar will be an illustrated presentation by members of the 9215th on "Solving a Typical Public Relations Problem." General chairman of the seminar this year is Lt. Col. Robert P. Kiem, executive assistant to the squadron commander.

Congressional Interest in AFRes Rises: Air Reservists who feel that their service receives less than priority consideration in the military deliberations of Congress will be encouraged by recent events. As reported earlier, excerpts from the April and June issues of *The Air Reservist* were inserted into "The Congressional Record." Apparently this was not random interest since an article written by Gen. Curtis E. LeMay, vice chief of staff, USAF, entitled "The Air Reserve and Its Task Today", and appearing in the July *Air Reservist*, was inserted in the Record by the Hon. Overton Brooks (La.) on July 7th.

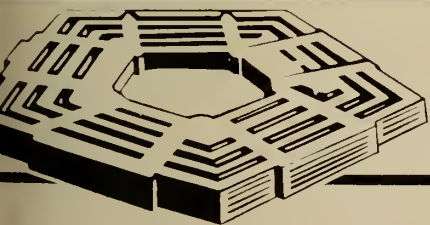
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RDC's Latest: An electronic *Cat Eye* for use in obtaining previously impossible daylight photos of planets and stars. Sixteen months were spent in detailed studies involving several hundred photos. The *Cat Eye* is an electronic system similar to television containing an optical amplifier 1,000 times more sensitive than an ordinary TV camera. It is 10,000 times faster than the best photographic film and literally can see in the dark. . . . An improved *emergency runway barrier system* for stopping jet aircraft rolling at high speeds after landing. The barrier can safely halt a jet fighter without making power traveling at nearly 200 mph, a medium jet bomber at 170 mph and heavier bombers at lower speeds. . . . *Visual Decoder*, expected to help improve the handling of the heavy flow of traffic in today's overcrowded airbases and military approach patterns. The decoder automatically identifies by number or letter specific aircraft seen only as a blip on a controller's ground radar screen. This eliminates errors in the identification of flying aircraft in a crowded airport traffic pattern.

Longer Leave for AFNG Technicians: New policy grants leave to Air Technicians (AFNG) on basis of length of employment as outlined in newly-published ANGR 4-04. In the past, the technicians have received a flat 15 days per year, regardless of length of service. The new system closely parallels the one followed by the Federal Government for Civil Service employees.

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DOD Reorganization: The Department of Defense Reorganization Act of 1958, signed into law by President Eisenhower last month, will give this country "a more efficient and more economical national defense," the Chief Executive declared. Most noteworthy feature of the law is that it will give the Secretary of Defense increased authority, particularly in the fields of military research, establishment of unified commands, and assignment of weapons to services. It also expands the authority of the Joint Chiefs of Staff and increases the number of officers who may serve on the staff from 210 to 400. Further, it creates a new post of Director of Research and Engineering. Congress agreed with the President's wishes on three other points of the bill, with some modification in language. These points are that the secretary of a military department shall be responsible to the Secretary of Defense for the operation of such departments as well as their efficiency; service secretaries and Chiefs of Staff may go to Congress on their own initiative, after first advising the Secretary of Defense, with respect to recommendations relating to the Department of Defense; and Congress preserves its prerogative in making the final determination as to the military needs and requirements of the U.S., especially with respect to the transfer of combatant functions.



Pentagraphs

New Survey Changes Forthcoming: Air Reserve Records Center will run a FY59 survey on all IRS, NARS and ISLRS personnel gained on or before June 30, 1958. The survey will not include those ISLRS personnel surveyed during FY58. ARRC will survey *all* personnel assigned to NARS and IRS every two years thereafter. AF Regulations in the 5-series (3,17,30 and 46) and AF Manuals 30-3, 171-4 and 171-5, will soon reflect these changes.

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Lunar Probe "On" this Month: The second attempt at a trip to the moon kicks off the middle of this month, when conditions should be most favorable. The three-stage rocket part Thor, Vanguard and solid-propellant—will blast off on a 250,000-mile jaunt (if all goes well) around the moon. Scientists hope to get it within 50,000 miles of the moon. Although the prime mission of the rocket is the moon trip, it will be working all the way furnishing other space data. It makes the moon it will scan the surface electromagnetically and relay the information back to Earth. AF's Ballistic Missile Division of ARDC has program calling for three lunar probes. Army is programmed for one, possibly two other probes.

"Swift Lift" To Date: Underway since April 1957, Operation "Swift Lift" involves airlift assistance by Air Reserve Troop Carrier units to the Regular Air Force. Air Reserve crews have completed over 732 airlift missions for USAF. Well over 11,014 passengers and approximately 7,069,132 cargo pounds have been airlifted, about 4,080,000 ton miles flown, some 13,289,792 passenger miles traveled and approximately 18,533 hours logged—all without a single major accident!

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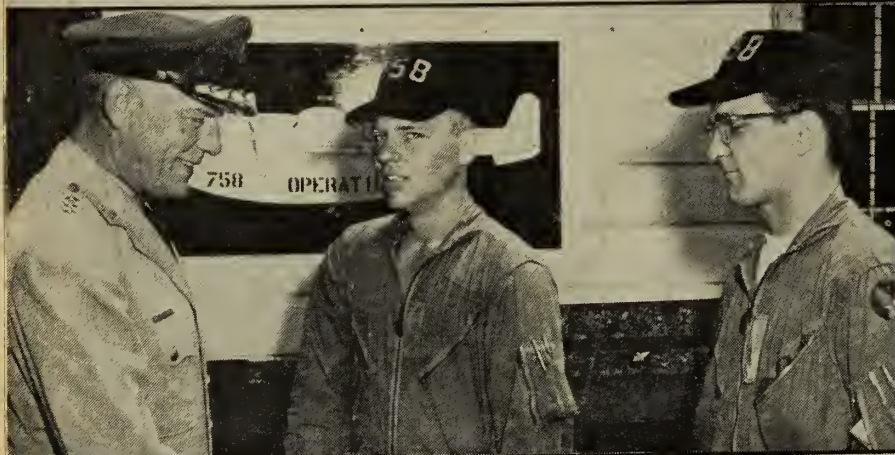
"Super-Grade" Quotas: Airmen "super-grade" quotas, Air Reserve-wide for FY59, have been listed as E-9—136 and E-8—294. Allocations to organizations had not been made nor had the method of selection been firmed up as this edition of *The Air Reservist* went to press. Meanwhile, the Air National Guard announced it has a quota of 1,400 to the grade of E-8, Senior Master Sergeant. The Guard will administer the same tests as the active service and will make the promotions some time after January 1. Promotions to E-9, Chief Master Sergeant, in both the Guard and the Reserves are in the distant future.

Form 3547 Requested

USAF Periodical 30-1
No. 30H 8-58. 480,359



This aerial photo of the USAF Academy, taken last month, shows the new home of the Cadets in all its pristine beauty. The pic looks northwest toward the Rampart Range. The Academy's foremost natural landmark, majestic Cathedral Rock, is upper center.



Lt. Gen. William E. Hall, ConAC cmdr, during a high ranking Pentagon inspection of the 459th TCW, Md. at its summer camp, Grenier AFB, N.H., takes time out to talk with A/3c Bill Himmelstein (c) and A/2c Jim Appelt, 758th TCSq, of Pittsburgh, Pa.



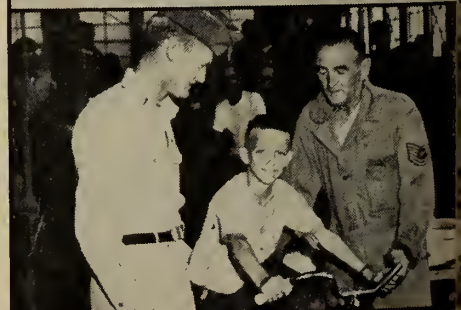
Some 50 New York underprivileged children prepare to fly to Otis AFB, Mass. from Mitchel AFB, N.Y., in ConAC planes as part of N.Y. Herald-Tribune's Operation "Fresh Air Force." Kids stayed for two weeks with Mass. Air Guardsmen.

☆U.S. Government Printing Office: 1958—No. 480,369

RESERVE CAMERA



Lt. Col. F. Nelsen (c), Maj. C. Koenig, 129th ARGp, Calif. AFNG, accept ConAC's Flying Safety Award from Brig. Gen. L. W. Sweetser, 4AF. Award was for six months accident-free flying.



Lt. L. D. Roach and T/Sgt. L. Domer, 137th Ftr Gp, help newsboy Ken Mitchell ride his new bicycle, a gift from Okla. AFNG expressing thanks for special summer camp deliveries.

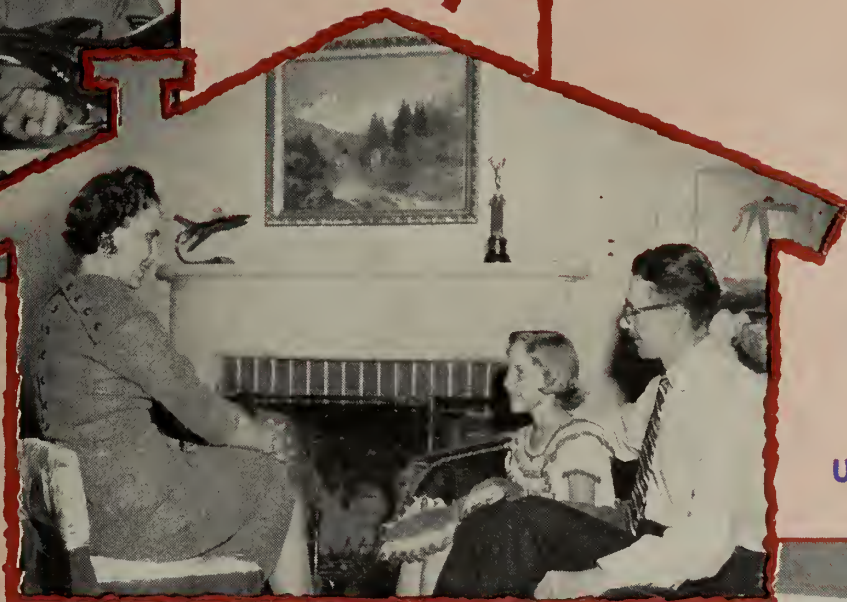
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THE AIR Reservist



OCT. - NOV. 1958



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FAMILY SUPPORT MONTH
AIR FORCE RESERVE





I am an A/1C with Standby Reserve status. I am interested in Pilot Cadet training. Is there a program in the AF Reserve for such training?

WTT
Cicero, Ill.

Yes, if you are between the ages of 19 and 26½ and unmarried. Airmen in the active military service, or in the AF Reserve assigned to AF Reserve programs in training category A, B-1, B-2, C or D, may apply through their unit commander. All other Air Reservists may apply through any USAF Recruiting station or detachment.

My enlistment in the AF Reserve will expire 15 Dec 58. When can I expect to receive a copy of discharge orders and discharge certificate and what will be my effective date of discharge?

BBM
Roslyn, N.Y.

Your effective date of discharge will be the date your enlistment expired regardless of the date the orders are published announcing your discharge. You see MAIL BAG page 10

THE AIR Reservist

VOL. X—NO. 10 OCT.—NOV. 1958

AIR FORCE RESERVE AIR NATIONAL GUARD
CIVIL AIR PATROL

Lt. Gen. William E. Hall
Commander, Continental Air Command

Col. Blake C. Miller
Chief, Office of Info. Sys., ConAC

EDITOR
Lt. Col. Joseph H. Friedmann

ASSOCIATE EDITOR
Fred E. Giachino

STAFF WRITERS
T/Sgt. Earl C. Nelson and Earl E. Lane

The Air Reservist is an official publication of Continental Air Command approved by the Secretary of the Air Force, in accordance with Public Law 476, Section 259, 82nd Congress. This law directs the dissemination of complete and up-to-date information of interest to the Air Reserve Forces.

Editorial Office: The AIR RESERVIST
OIS, Hq ConAC, Mitchel AFB, NY

The Material contained in The Air Reservist is listed in the Air University Periodical Index. Use of funds for printing this publication has been approved by the Secretary of the Air Force and the Director of the Bureau of the Budget 23 July 1958.

Monthly Themes

Starting with November, ConAC begins a series of "months" program of planned promotions. November is "Family Support Month," December, "ConAC 10th Anniversary Month;" February, "Business and Industry Support Month;" and April, "Recruiting Month."

Commanders of Reserve units throughout the U.S. are on the mailing list for Reserve Motivational Newsletter #1, now on the way, which outlines the kick-off for this promotional series. Additional newsletters will be forwarded for each programmed month well enough in advance for plans and coordination of special activities.

November's "Family Support Month" will be highlighted—coast to coast—on November 25 when the popular TV program, "Queen of the A Day" plays host to an audience made up entirely of wives of Reservists in the 4AF area. Originating in Hollywood on NBC network, the show will honor one of the AFRes wives as its "Queen."

Decade of Readiness

The first week in December marks the 10th anniversary of Continental Air Command. A series of "open houses" at Air Reserve Force installations throughout the country on Sunday, December 7, will highlight ConAC's Decade of Readiness.

The observance will demonstrate the progress of the Air Reserve Forces during the past ten years under ConAC command. Air Reserve and Air National Guard flying units will reschedule their December drill periods to coincide with December 7. Individual Reservists have been requested to "mobilize" themselves on a voluntary basis to dramatize the current mission and readiness of the Air Reserve Forces. A drill point will be awarded to each individual participating.

Owing to varied climatic conditions and geography, unit commanders have been given wide latitude in the conduct of "open house" at their installations, and will present ceremonies and events on the basis of their capabilities at that time.

Part IA Spaces

Thousands of Reserve airmen throughout the country have the opportunity to occupy drill pay positions now available to Air Reserve Centers. The low manning status of ZI Part I airmen spaces has necessitated a reallocation because of the large numbers of airmen for whom there were no Part II positions geographically available to their Reserve Centers, or Part III positions in their AFS.

Not included in this reallocation are those positions for Hq USAF Security Service, AF Academy and AF Accounting and Finance Center. Also excluded will be Part I spaces already manned, and positions in the 90 through 99 career fields.

Hq ARRC has identified all other unmanned Part I spaces and located them to the Air Reserve Centers nearest the major air command organization having the positions. Approximately 12,000 positions have been allocated and are identified as to position, unit, station of assignment. AResCs are now assigning Reservists to these positions. These airmen are the responsibility of the Center for administration, training, and strength accountability.

Major air commands will continue to recruit and assign airmen to these spaces independently of the AResCs. This may, in a limited number of cases, produce duplicate manning, but because manning is presently at such a low level it is anticipated few complications will result.

USAF emphasizes particularly that these spaces remain within allocations of the major air commands. And, in fact, although trained in the same manner as Part II positions, will be identified as Part I with the suffix "A" to distinguish them from the spaces manned, administered and trained by the major air commands.

COVER: M/Sgt. Lewis J. Rasmussen, the nation's outstanding AFRes man for 1958, at work; at home with wife, Barbara, and daughter, Diane; and at AFA convention receiving congratulations from AF C/S Gen. O. E. LeMay. (See story page 6.)

USAF PLANS & PROGRAMMING and THE AIR RESERVE



By Lt. Gen. John K. Gerhart
DCS/Plans & Programs, USAF

The humor of the OUT TO LAUNCH sign on the office door at noon takes on a grim significance when you realize that lunch time is long enough for a missile to travel from launching point to target half way around the world. This sobering fact brings home the importance of being instantly prepared to counter an enemy attack. It emphasizes the new concept of warfare and dramatizes the problem of developing and maintaining a force to cope with the challenge of lightning-like aggression.

Let's examine this life or death situation against the background of the Air Reserve Forces and our job of developing Air Force war plans and peacetime programs. For many decades military planners thought of warfare in terms of three phases: (1) build-up, (2) decision and (3) exploitation. Furthermore, until the 1950's, we were able to derive much comfort from the geographical protection afforded our nation by the vast polar and ocean expanses around us. Now, Air Power has shattered these natural barriers. We can no longer rely on a period of mobilization following an attack. In the space age there is no time for build-up. We must fight with what we have when attacked. This has forced the realization that—for us—there will be only two phases in future wars (1) the initial phase, which will be decisive, and (2) the subsequent phase, which will be pursued by the initial phase victor on his own terms. This decisive phase will almost certainly be concluded before extensive mobilization procedures, as we knew them in World War II, can be shifted even into low gear. Our armed forces, including our Reserve forces, can no longer play the role of the "slow starter but fast finisher."

AF Must Be "Ever-Ready"

To paraphrase the traditional 3 R's of education, our R's in today's military lexicon are "Ready to Repel and Retaliate." Today our Air Force is ready; it is effective; but the procedure to keep it that way is complicated. We are obligated to make the most efficient use of the nation's resources, dollars and manpower which are allocated to us. As we weave our future Air Force pattern, it must be kept an "ever-ready" design. We can't discard time-tested equipment until new weapons systems have proved to be both effective and reliable. As we strive to assimilate technological developments, we must plan many years ahead to maintain the desired military posture.

This necessity for emphasis on future planning was recognized by a recent Air Staff reorganization which established a deputy chief of staff for Plans and Programs, whose primary task is to develop the wartime plans and simultane-

ously to maintain the peacetime programming so that the wartime objectives can be met by a "force-in-being."

What is the role of the Air Force, the Air Force Reserve, and the Air National Guard in this new situation?

First, the initial objective of the Air Force is to deter general and local wars. If deterrence fails we must, of course, rely primarily on the active establishment for instant retaliation.

Second, Air Reserve and Air National Guard units and individual reservists capable of early if not instant employment are required to join in the battle to help win the early decisive phase. Maintenance of these forces, trained for immediate combat capability, also is an important factor in deterring attack.

Air Reserve Combat Potential

Any potential aggressor must ponder the status of America's Reserve forces, with many highly trained, adequately manned combat and support units which can strengthen or even replace regular units on short notice, before he triggers an attack.

Some of the evidences, which all can see, of the Air Force effort to increase the Reserve force combat potential are (1) a system of emergency orders for individuals to expedite entry to active duty, (2) the runway alert for Air National Guard interceptors, (3) participation of Air Force Reserve troop carrier units in operation Swift-lift, and (4) personnel screening to insure D-day availability. Some of the evidence which most Reservists can't see are the requirements and capabilities which we incorporate in our wartime plans and peacetime programs, where Reserve Forces are considered along with the regular forces.

These actions are all aimed at getting the maximum wartime potential in return for the dollars spent in peacetime. They are in consonance with the recent memorandum from the Assistant Vice Chief of Staff to the Air Staff which directed that Reserve Forces units would be only those which are needed during the initial phase of general war and which also, to the extent practicable, have local war utility either for direct participation or for use in preserving the USAF general war posture during the conduct of local war. This policy, which has been reiterated in Air Force Regulation 45-60, has resulted in some recent changes to the Reserve Forces program, changes which were responsive to new concepts and requirements.

Remember, that in order to provide a deterrent you don't necessarily have to fight—but you have to be ready, willing and able to fight.

CONTEST FOR NEW INSIGNIA

**Present Air Force Reserve
Insignia not Appropriate
to Mission**



Can you create an appropriate one?

If so, you may win a valuable prize. And there will be many winners! One of them could be you!

It is all part of the tenth anniversary celebration of ConAC. You can win one of the many prizes, valued at thousands of dollars. If you are a Reservist—on inactive duty—you are eligible to win.

You don't have to be an artist to earn a prize. You don't even have to be able to draw a straight line. All you need is an idea of the type of insignia you believe best represents Air Force Reserve and what Air Force Reserve signifies.

The rules of this contest are simple. There are no box-tops to tear off, no coupons to fill in, no last lines of limericks to create, nothing to buy. Just start thinking about a new insignia for the Air Force Reserve. Sketch it, paint it, or write about it; describe it in pencil or in ink, in any color. Keep in mind that the purpose of the contest is to adopt an insignia which will stimulate public awareness of the Air Force Reserve and provide a means for individual members of the Air Force Reserve to identify themselves to one another and to the general public.

The December issue of *The Air Reservist* will include contest rules as well as a list of the fabulous prizes.

ROPA Promotion Boards

During the remainder of Fiscal Year 1959, ten more boards are scheduled to meet at the Air Reserve Records Center to consider approximately 35,000 Air Force Reserve officers for promotion under the provisions of the Reserve Officer Personnel Act (ROPA).

Brig. Gen. W. C. Morse, commander of Air Reserve Records Center, which is processing individual promotions and conducting ROPA selection boards, has estimated that more than 170,000 Air Force Reserve officers have been considered for promotion under ROPA since it became effective July 1, 1955.

An important source of current information in considering Reserve officers for selection is the "203-E" letter submitted by the individual Reservist directly to the ROPA Board. Reservists should address the letter—authorized by Section 203-E of ROPA—to the President, Air Force Reserve Selection Board, Air Reserve Records Center, 3800 York Street, Denver 5, Colorado. Letters should arrive at ARRC at least 30 days prior to board date. They should contain factual information showing potential to assume next higher grade on extended active duty, and should not reflect on the character or motives of other officers.

After final approval of ROPA Board proceedings, the ARRC publishes promotion orders. Orders are not issued, however, until the effective date. For example, a first lieutenant who has been approved for promotion to the grade of captain will receive his orders no earlier than four years from the date on which he was promoted to first lieutenant.

Captains and majors will get their promotion orders no earlier than seven years after date of present rank.

Reserve officers not selected for promotion are placed in a deferred category and are advised by a letter of what effect the deferment will have on their Reserve status.

Scheduled Selection Board dates at ARRC, and promotion service eligibility dates are: Nov. 3-4, promotions to Capt. (31 Oct 56), unit vacancies; to 1st Lt. (30 June 56); Jan. 5-30, '59, to Capt. (30 June 56), mandatory; Feb. 17-18, to Capt. (31 Dec 56), unit vacancies; to 1st Lt. (30 Sept 56); Feb. 23-27, to Major (30 June 53), mandatory; Mar. 2-6, to Lt. Col. (30 June 53) mandatory; Apr. 14-28, to Col. (30 June 52), over all vacancy; May 4-5, to 1st Lt. (31 Dec 56).

A selection board to consider Air Force Reserve colonels and brigadier generals is also scheduled to convene at the Pentagon on November 3d. Officers to be considered must have a date of rank of November 1, 1957 for promotion to brigadier general and major general respectively. Selection will be made on the best qualified method.

Have Orders—Will Travel

How far should a Reservist have to travel to get to his M-Day position in an emergency? Geographics, plus population density, vary within each major air command. Needless to say, the old bugaboo of specific mileage limitations is studiously being avoided by USAF.

State of readiness requirements of a particular position may demand residence in the immediate vicinity of the duty station. In such cases a comparatively few miles of travel might make it necessary to disapprove the voluntary assignment of a Reservist to such a Part I or Part II position. In less stringent requirements attending other positions, the rule of thumb will indicate approval for assignment when not more than one day's travel time by common carrier surface transportation would be necessary for mobilization. Anything beyond this would be unrealistic in "needs of the service."

The one day's travel time is also a valid guide for considering sites for tours of active duty for Reservists in Part III. Here the commander may even direct travel by air pursuant to AFR 76-16, in order to insure the greatest amount of training within the period of the active duty tour.

Commissions for Air Reserve

Criteria, procedures, and instructions for the commissioning of 75 deserving Reserve airmen through the grade of captain, during FY59, has been announced by Hq ConAC.

The quota of 75 includes 31 for 14AF, 24 to 10AF, 10 to 4AF, and 10 to major air commands, and separate groups and squadrons reporting directly to ConAC Hq. In addition, 16 alternates will be selected from among the three numbered Air Forces.

Appointments will not be made on the basis of education or qualification in any specialty. Therefore, airmen possessing professional qualification for appointments as Judge Advocate officers, Chaplains and Chaplain Trainees, Physicians, Dentists, Veterinarians and Nurses are ineligible to apply under this procurement objective. They may apply under separate procurement programs.

Meanwhile, the Air Reserve Records Center announced that the 75 commissions to Reserve airmen under the FY58 procurement included 28 in the grade of captain, 38 in the grade of first lieutenant, and 9 in the grade of 2nd Lt.

AFA's Big Doings at "Big D"



mighty Atlas on display at Ponorama.



Wilson (l) and Holl (r) endorse campaign of Gen. Strait of 108th FI Wg.



Sec'y of the Air Force James H. Douglas



Pres. Peter J. Schenk presents trophy to Little (r) and his exec, Lt. Col. Funderburk.



DALLAS, Texas, became the airpower capital of the world during the Air Force Association's recent national convention and Airpower Panorama attended by some 4,500 airpower enthusiasts. The record registration included many of the nation's leading scientists, more than 300 leaders of industry, and over 100 U. S. and foreign generals.

First event of the convention's Space Age Week was AFA's Earl T. Ricks Trophy Flight from Jacksonville, Florida to Dallas, won by Capt. Clarence J. Christensen, Jr., 173rd F-1 Sq., AF NG, Lincoln, Neb.

The giant Airpower Panorama was officially opened with the first public unveiling of the seven-story Atlas ICBM, mounted in firing position in front of the Dallas Memorial Auditorium. Gen. Thomas D. White, AF chief of staff, paid tribute to the men and activities responsible for its development. Displays from more than 100 weapons and aircraft companies, and Air Force exhibits, were viewed by capacity crowds.

Reserve Forces Seminar

One of the convention highlights was the Reserve Forces Seminar and Workshop, moderated by Maj. Gen. John P. Henebry, AFRes. The Advisory Panel consisted of Lt. Gen. William E. Hall, ConAC commander; Maj. Gen. Richard A. Grussendorf, asst. chief of staff for Reserve Forces, USAF; and Maj. Gen. Winston P. Wilson, deputy chief, National Guard Bureau.

Congressman Overton Brooks, David S. Smith, asst. sec'y of the Air Force, and USAF Vice Chief of Staff, Gen. Curtis E. LeMay, headed a distinguished list of civilian and military dignitaries who attended the seminar.

In his progress report, Mr. Smith declared that the Air Reserve Forces program is an integral part of any long-range plans made by the Air Force. Commenting on the Air Force weapon system progress, the Secretary stated that "professional Air Force Reservists are absolutely essential, and the Air Force is relying heavily on Reserve units to accomplish specific missions; on mobilization assignees to fill vital spot vacancies in case of emergency or war; and on back-up Reservists to serve as attrition

replacements."

A staunch supporter of the proposed amendments to ROPA, Secretary Smith also assured the seminar audience that the changes, to be considered by the next Congress, will be of great benefit to the Air Force, Air Reserve Forces, and the individual Reservist.

General LeMay climaxed the distinguished speaker agenda by discussing the important role Air Reservists can play—in addition to their military capability—by informing the public about airpower and its future. He indicated that by their experience and knowledge, Air Reservists are in the best position to counter certain fables that spell the doom of the flying Air Force. Citing as an example the belief that present and future mechanical marvels eliminate the human function, the general said—"Whatever they are, whatever they do, wherever they operate, the so-called unmanned devices will still be carrying out decisions that men make and instructions that men prepare for them—often as onboard flying crews."

The Reserve Seminar came to a close with the annual awards presentations by Peter J. Schenk, AFA President, to: U. S. Senator Barry M. Goldwater, Col. AFRes, a special citation; M/Sgt. Louis J. Rasmussen, Outstanding Air Reserve Airman for 1958; 349th Troop Carrier Wing, Calif., the nation's Outstanding Air Reserve Wing; 175th Fighter Interceptor Squadron, South Dakota, Outstanding Air National Guard unit in the country; Earl T. Ricks Trophy to Capt. Clarence J. Christensen, Jr., 173rd Fighter Interceptor Squadron, AFNG, Lincoln, Nebraska.

Awards Banquet

Final highlight of the convention was the Awards Banquet attended by some 4,000 guests, honoring the 15 outstanding airmen and their wives, representing the major air commands, Air Force Reserve, Air National Guard, and Air Force Recruiting.

Milton Caniff, creator of *Steve Canyon*, served as toastmaster and the principal address was delivered by the Sec'y of the Air Force, James H. Douglas.

As the curtain came down on the three-day Texas airpower conclave, delegates re-elected Peter J. Schenk, a

see AFA page 14

1958's OUTSTANDING RESERVE AIRMEN



Sgt. Rasmussen and wife, Barbara, adjust "ten gallan" hat of daughter, Diane, 11½.



Sgt. Kilpatrick with his wife, Patricia, and his two children, Gail, 8, and Garry, 11.

Selected as 1958's outstanding airmen in the Air Force Reserve and Air National Guard, M/Sgt. Rasmussen and Kilpatrick (and wives) were recently honored at the Air Force Association in Dallas, Texas.

AIR RESERVIST—m/sgt. LOUIS J. RASMUSSEN

A native of Minneapolis, Minnesota, M/Sgt. Rasmussen first enlisted in the US Army in October 1940. He served in England as sergeant major of a medical group. Discharged in 1946, he entered the U. of California to study journalism. After six months, he accepted a job with the *San Francisco Examiner* and still works with that newspaper. Over the years, he has had numerous articles published in popular magazines. His wife Barbara was professionally trained in ballet dancing and presently performs oriental dancing for philanthropic organizations. She also has appeared in a number of ice skating shows and won several figure skating titles. Mrs. Rasmussen, a strong supporter of the Reserve program, assists her husband in historical research, client work and public record searching which turn up many valuable data for the AResC.

AIR NATIONAL GUARDSMAN—m/sgt. HARRY P. KILPATRICK

Born in Camillus, New York, M/Sgt. Kilpatrick enlisted in the Army AF in January 1941. After nearly four years in the Pacific Theater, he was discharged in September 1945 and joined the 138th two years later. He has never missed a unit training period since. He is well known for his ingenuity in improvising mechanical aids to training not available through requisition. He has been awarded many medals and trophies for his marksmanship with the rifle and in archery. His wife Patricia is extremely active in community affairs. Her hobbies are sewing and reading as well as the more strenuous arts of archery and hunting in which she excels. Probably her most enjoyable affiliation is with the scouting program, where she is a Den Mother for the Cub Scouts.

Medic Consultants

Under a recent policy change, medical Reserve officers will now have an opportunity to serve in a Reserve status in their professional capacity at a USAF medical facility convenient to them. Consultant visits by AFRes doctors may be considered an authorized training period for individual training in accordance with paragraph 8A, AFR 45-15.

Medical Reserve officers who wish to perform by serving as consultants may do so by arranging with an active Air Force medical facility to make consultant visits while in a Reserve status. This is entirely separate from the Consultant Program established by AFR 160-97 and inactive duty training credit cannot be awarded for visits when in a status as a paid civilian consultant. Professional qualifications for Reservists will be the same as for paid consultants.

Medical Reserve officers whose professional qualifications do not meet AFR 160-97, may however, be used in a similar fashion. They will be approved by the medical facility commander in each case so that as many specialty fields as practical and desirable are covered.

All medical officers in training categories A,B,C,D,E, and F are eligible to participate in this program. Those desiring to do so may apply by letter through their Reserve unit of assignment to the medical facility with which performance of consultation visits is desired. The unit of assignment for Training Category F (NARS) personnel is the Air Reserve Records Center, 2800 York St., Denver 5, Colorado.

As provided in paragraph 8A, AFR 45-15, inactive duty points only may be awarded medical officers who perform consultant visits. However, medical Reservists assigned to

Part I positions (training categories A & B) who obtain training attachment in accordance with paragraph 16, AFR 45-3, 5 Feb 58, are authorized to perform consultation visits as required OJT and receive pay in accordance with AFR 45-10. This provision for attachment does not apply to Reservists assigned to Category A and Air Reserve Center units who must perform their required training at unit training assemblies and in classes for which other type training cannot be substituted. Consultation visits in these instances may be utilized as an additional point gaining activity.

Performance of consultation visits will be authorized and certified on AF Form 40A in accordance with AFR 45-3.

AFRes on Film

A thirteen-and-a-half minute full color motion picture dramatizing the M-Day capabilities of the Air Reserve Forces is scheduled by ConAC and the Air Pictorial and Charting Service to begin production within the next few months.

Theme of the movie will revolve around actual missions on troop and cargo drops, air defense, and similar activities of the Air Force Reserve and Air National Guard. Activities to be featured will be outstanding activities of various Air Reserve Centers in their training programs and mission. Activities of M-Day assignees will contribute a proportional share to the movie.

Commanders of Air Reserve and Air National Guard units, in both flying and non-flying categories, will be advised if and when it will be necessary to shoot film at the installations.

Air Force Point of View

Viewpoints on policies affecting the Air Force and national defense. As key members of the Nation's aerospace arm, it is vitally important that all Air Reservists keep informed on current Air Force thinking.

On What "USAF" Means . . .

When will "USAF" stand for "U. S. Aerospace Force?" Maybe it never will be necessary to change the U. S. Air Force's name—as people everywhere come to realize fully that, as applied to the most modern air forces, the word *air* means virtually the same thing as *sky*—that "limitless vault of the heavens."

Scientists tell us that bits of "air" will be found as high as 600 to 1,000 miles out from earth. On the other hand, Air Force scientist Dr. Hubertus Strughold says "a space-medical analysis of the atmosphere reveals that the vitally important functions of atmospheric pressure terminate at an altitude as low as about 12 miles. At 15 miles we need a typical space cabin."

Both air resistance and air support for a fast-moving vehicle are significant up to around 20 miles.

In other words, air forces operating at an altitude of 20 miles might be using what could be called *air* vehicles. Or, because they operate at altitudes above 12 or 15 miles, they might be called *space* vehicles.

Maybe it would be simpler just to call them all *sky* vehicles or *skycraft*. The air in the sky above us gradually thins out to what we call "space". So this whole medium the Air Force now flies in consists of a mixture of both "air" and "space". This single medium, consisting of more or less air, depending on the altitude, is sometimes called "air/space" or "aero-space."

As Air Force Chief of Staff General White has said, "there is no fine dividing line between air and space. Air and space are an indivisible field of operations."

Yet the Air Force has been flying aerospace vehicles for years. The X-1a and the X-2 experimental aircraft have flown far above 12 miles many times. Maj. Arthur Murray flew the Bell X-1a higher than 17 miles in 1954. Capt. Iven Kincheloe flew the Bell X-2 nearly 24 miles up in 1956. Maj. Howard Johnson flew the F-104a above 17 miles in 1958 to set the official world's record for operational aircraft.

Most of the Air Force's unpowered strategic bombing missiles—its IRBMs and ICBMs—also travel through both air and space, and are unmanned aerospace vehicles.

Today and tomorrow then, the Air Force is and will be an aerospace force. The USAF is, in fact, if not in name, the United States Aerospace Force.

From the Secretary of the Air Force

We are presently in the midst of an historic evolution from manned aircraft to missiles to manned spacecraft. We foresee a force structure in the not too distant future that will have all three systems. However, as our machines increase in their performance capability and complexity, man continues to be the crucial link in the development of new weapon systems. Our progress in the future will depend upon our ability to exploit the range of his physical and psychological tolerance to perform a variety of new tasks as we enter the space age.

James H. Douglas
James H. Douglas

On USAF Aerospace Activities . . .

What is the Air Force job? Aerospace offense and defense, airlift, and long-range reconnaissance are among the many major responsibilities, according to our Chief of Staff, General Thomas D. White. Said General White recently:

"Briefly, the Air Force is charged with the employment of military airpower in the national interest. With equal brevity, I can say that the Air Force can do this job today, in all its variations—and there are many variations.

"We must contribute the primary force to the total United States effort to deter general war. We must also provide for the air defense of the United States. In addition, we have a significant responsibility, together with the other Services, for deterrence or resolution of local aggression. And we have other responsibilities, ranging from the provision of airlift to the development of the first reconnaissance space vehicle.

"These tasks require consideration of all possible activities in the aerospace field and continuous close examination of the activities of a possible enemy. This means that we must know the possible threat, assess it realistically, and help achieve a strong posture which will deter the application of enemy power against the United States."

On Your Extra Duty . . .

Speaking to Reservists at the recent AFA Convention, Assistant Secretary of the Air Force David S. Smith said that "in addition to the military contributions expected of Reservists, there is another all-important role which only they can fill. As a special body of American citizens working in both military and civilian capacities, they form a bridge of understanding between the active defense forces and the civil population. I want to stress the fact that the thoroughness in carrying out this portion of your responsibility will directly affect the kind and the amount of support the citizens of this Nation give the Air Force."

Said General LeMay to the same group: "Your friends and fellow citizens want up-to-date information about the A. F. and they respect your knowledge and opinions. Where precise understanding is concerned (and it certainly is concerned in the case of modern airpower) there is nothing to equal person-to-person communication. A lot of hard work by individuals like you, who understand airpower and can talk intelligibly about it, still has to be done at the community level to keep the public fully and accurately informed."

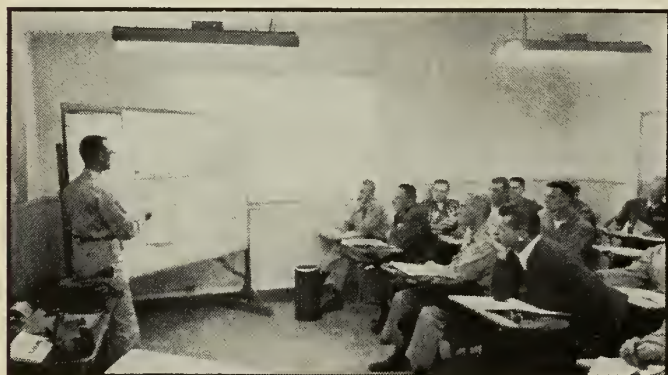


REALLY

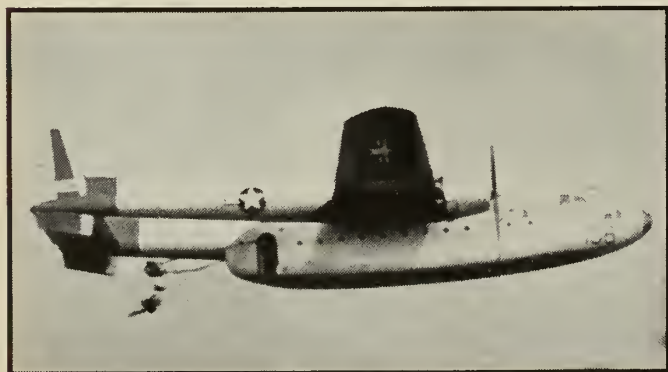
by Captain Edward Hillman, Jr., AFRes



Col. Campbell



Weather Officer, 2252d, briefs Arctic flight teams in Operations Office at Clinton County AFB shortly before starting on long haul.



Pvt. David Kreger, 101st Airborne Div., dangles helplessly as static line fails to open chute. He was pulled into plane uninjured.

It was a few minutes before midnight—Greenwich time The date—September 30. Two C-119's of the 302 Troop Carrier Wing stood poised on the active runway at Malmstrom AFB, Great Falls, Montana. The powerful engines of the "Flying Boxcars" were turning over smoothly as the crews of each plane made their final pre-flight checks. Slowly, the sweep-second hand of the lead pilot's watch reached 0001Z, and he nodded; engines roared and the heavy craft thundered forward on their takeoff roll. Destination? *Fairbanks, Alaska.*

Thus began an air journey of 11,000 miles and forty-two flying hours—the first official arctic flight to be accomplished by an Air Force Reserve unit.

This was the first in a series of eighteen ConAC-authorized flights into Alaska via Western Canada for Air Reserve troop carrier units. Selected to make the initial flight were elements of the 302d Troop Carrier Wing (M) (Res) Clinton County AFB, Ohio, commanded by Col. Donald J. Campbell, AFRes, who led the flight.

One of the first Reserve troop carrier wings to change from C-46 *Commandos* to the more powerful C-119's, the 302d accomplished transition to the newer type aircraft in record time. Rated combat ready by training standards and inspections, the "Buckeye Wing" was eager for the opportunity to be first to try their planes and personnel in the frigid climate of the far north.

It all began when the Ohio Reservists departed their home station in Wilmington, Ohio on Sept 29th after thorough briefing by an experienced arctic pilot, Lt Col. Andrew E. Slough, director of operations, 2252d ARFC. Outfitted with arctic-type clothing at Clinton County AFB and later with 300 lb. 4-man survival kits, the crews departed for Great Falls, Montana to begin the first leg of their notable flight.

Welcome by Gen. Armstrong

Departing Great Falls on a trip that was to take them a distance comparable to one-fifth around the world, the two planes visited the RCAF Station at Edmonton, Canada, stopped along the famed ALCAN Highway at White Horse in the Yukon Territory, and made an overnight halt at Elmendorf AFB, Anchorage, Alaska.

While at the huge SAC base in Anchorage, Col. Campbell and his two crews were honored with a flight-line visit and inspection by Lt. Gen. Frank A. Armstrong, commander of the Alaskan Air Command.

Moving on to Fairbanks, the Reserve crews landed at Eielson AFB, to complete the first half of their journey. Here the Reservists became *chechakos*—"tenderfeet" by Alaskan standards—as they were treated to their first taste of really cold weather when the temperature dropped and the first snows of the season drifted down. This cooperation by the elements provided the 302d crews with a first-hand opportunity to operate and maintain their aircraft under actual arctic conditions.

From Fairbanks, the troop carrier ships retraced the

Captain Hillman, ISO for the 302d, accompanied the wing on this "Arctic Indoctrination Flight."

READY RESERVE

aerial "giant steps" back to Clinton County AFB, arriving on the evening of October 7.

Upon completion of the flight, Col. Campbell commented, "We are happy to have been selected as the first Reserve troop carrier wing to accomplish training flights into the arctic zone. The lessons we've learned about flying and operating under northern conditions will prove valuable in our future training. I hope our experiences will help other Reserve units to accomplish their training in this field."

Personnel aboard the lead 302d C-119 included Col. Campbell, aircraft commander; Maj. Richard M. Griswold and Capt. William J. Morrissey, pilots; Capt. Harrison J. Witters, navigator; flight engineer S/Sgt. Robert Reiter and S/Sgt. Edward Wilson, crew member. Acting as observer was Col. Frederic G. Huish, commander of the 2252d ARFC which trains the 302d.

The second Reserve crew, commanded by Capt. Laurin L. Wilson, included Lt. Col. Thomas W. Sprinkle and Capt. Paul B. Heironimus as additional pilots. Navigator was Capt. Charles K. Tudor. Capt. Howard M. Stout and S/Sgts. George D. Moore and Ralph A. Purcell of the 2252d were also aboard.

AF-Army "Team-Up"

The 302d was also in the news recently when it attracted national attention for its efficiency in carrying out a difficult mission during last summer's encampment. On August 16 and 17, a battle group of the 101st Airborne Division was airlifted to the 302d's home base, Wilmington, Ohio, where they were successfully dropped into a difficult zone. The "Screaming Eagles"—as the 101st is known—then staged a mock attack on the base radio shack in a demonstration before approximately 6,000 visitors.

Climaxing the troop drop at Clinton County AFB, the 302d returned the same battle group to their home station at Fort Campbell, Ky., where the last drop was made. Several hundred feet above the ground, Pvt. David Kreger, a paratrooper from Denison, Ohio, became entangled in his static line and harness after he had jumped, and was held suspended from the plane.

S/Sgt. Clifford Vanlandingham, flight engineer, saw

Kreger's predicament and quickly notified Maj. Richard Griswold and Capt. Robert E. Wilson, pilots of the plane. While Maj. Griswold remained at the controls, the other crew members formed a human chain to pull Pvt. Kreger out of the slip stream back into the plane, feet first.

Capt. Rolland Oakes, 302d flight surgeon, aboard the aircraft, examined Pvt. Kreger and finding him unconscious, gave immediate artificial respiration. The rush of air from the plane's speed had suffocated Kreger, and both Dr. Oakes' quick action and the crew's split second coordination are credited with saving the trooper's life. A thorough physical examination proved that the paratrooper suffered no ill effects. As a matter of fact, Pvt. Kreger regained consciousness in the plane and was insistent that he jump; and he did so the following day.

Other 302d crew members who aided in the rescue were Capt. John Simpson, co-pilot; Lt. Richard Merschon, navigator; and A/3C Fred LeMay, radio operator.

Praise from 101st

Maj. Gen. William C. Westmoreland, commander of the 101st Division, learning of the rescue, praised the 302d highly. In his letter of appreciation sent to Col. Campbell, through Maj. Gen. John W. Persons, commander of 14 AF, Gen. Westmoreland wrote: "Quick thinking and alert action without regard to personal safety by Capt. Robert E. Wilson and the other crew members resulted in saving the trooper's life and further demonstrated the alertness and high state of training of the 302d Troop Carrier Wing."

Commenting further on the mission, the general added: "As a result of skillful flying and handling of their C-119 aircraft, the 302d Troop Carrier Wing placed these troops squarely on the drop zone, greatly facilitating the subsequent tactical maneuver and resulting in extremely light injuries. In addition to a high degree of cooperation, Colonel Campbell and the elements of his wing demonstrated excellent military efficiency, attention to duty, and pride in their unit."

With highly complimentary praises ringing in their ears, it is little wonder that members of the 302d Troop Carrier Wing stand proudly ready to prove they deserve the title of . . . Really Ready Reserve!



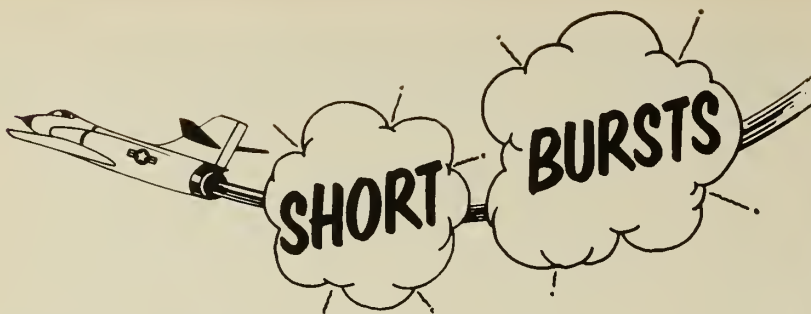
S/Sgts. Reiter and Wilson (rt) brushing snow off plane before leaving Eielson AFB, Alaska.



S/Sgts. George Moore (lt) and Ralph Purcell (rt) greeted by families at end of the arctic trip.



Arctic flyers inspect cabin of fomed Sam McGee, "cremoted" in Robert W. Service's poem.



CONAC COMMANDER, Lt. Gen. William E. Hall, was honored by the Reserve Officers Association on October 25 at its National Air Force Affairs Committee meeting in Colorado Springs. General Hall received the ROA's National Distinguished Service Citation for his contributions to the Air Force Reserve while serving as assistant chief of staff for Reserve Forces at Hq. USAF.

AIR FORCE PLANS to cut its military personnel strength to 850,000 by the first of the year and keep it at that figure through FY 1960. Current strength is approximately 870,000. However, no officer RIFs are contemplated.

THE NEW ALL-WEATHER interceptor, F-101B Voodoo, currently undergoing shakedown tests at Eglin AFB, Fla., will be equipped with the MB-1 Genie, an air-to-air atomic rocket capable of downing entire formations of enemy bombers. Also, Falcon missiles will be in its armament inventory. The Voodoo is a sister craft of the RF-101 which set new transcontinental speed records in both directions across the country last year.

THE VETERANS ADMINISTRATION, under a new ruling, announced that many of the 1,000,000 Korean conflict veterans who dropped their GI training for a year or more, can go back to their studies if they can show the interruption was for reasons beyond their control. VA stated that all reasonable doubt will be resolved in the veteran's favor.

THE AIR FORCE ASSOCIATION will sponsor the first World Congress of Flight at Las Vegas, Nev., next April 12 to 19. The Congress will feature AFA's Fourth Annual Jet Age Conference, a Missile Management Conference and a Space Age Conference sponsored by the Space Education Foundation. It will also feature an international exposition of jet aircraft and related equipment.

Shorter Salvos —The Nat'l Guard Ass'n is offering a trophy for the first time to AFNG flying units for operational readiness. Competition started Sept. 1 and will continue until next Aug. 31.... Any AF Reservist, Air National Guardsman or Regular AF shooter will be eligible to compete for the "Lt Roberts Memorial Trophy", a new award to be given to the high AF competitor in the National Trophy Individual Rifle Match....Eight refresher courses are open to AFNG officers this fiscal year, and three to airmen it was pointed out in NGB Bulletin 28.... Ohio veterans of the Korean conflict have until Dec. 31 to file their claims for a bonus.

■ MAIL BAG from page 2

I am a Reserve officer on active duty as an airman. If I accepted a Reserve warrant officer appointment, what would my status be as a Reserve officer?

GBS

Boston, Mass.

The appointment of any commissioned officer as a Reserve of the Air Force is terminated when he enlists or accepts appointment as a Reserve warrant officer

How may I secure medical and dental records that may be used in filing a claim for benefits?

CGF

Boise, Idaho

To preclude unnecessary delays in the processing of any claim you may wish to file, all requests for medical records should be directed to your local VA office

I am an A/1C. If I were recalled to extended active duty, would I be authorized shipment of household goods and transfer of dependents at government expense?

SM

Shreveport, La.

It would depend on your total creditable service, which for A/1C is a minimum of four years. For example, if you had 7 1/2 years creditable service, your order would show four years plus, which would be an indication that travel of dependent and household goods are authorized

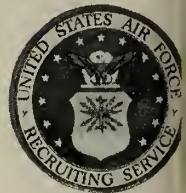
With Regrets

For weeks after the distribution of our August *Air Reservist* we were deluged with letters from our readers inviting (?) our attention to an inexcusable and incorrect photo caption. We had inadvertently described a group of Cub Scouts as Explorer Scouts! And now we—with our red faces—profusely apologize. But we're also happy to learn we have so many interested readers

Recruiting Badge

Air Force recruiters now have their own distinctive badge, worn on the flap of the right breast pocket of the uniform. The new insignia is circular in design and is colored blue, white and gold.

Gen. Thomas D. White, Air Force Chief of Staff, presented the first badge to M/Sgt. Edward T. Badder, the Air Force's *Recruit of the Year*, during the Air Force Association Convention in Dallas, Texas.





RUTH is my co-pilot

By Capt. Clarence J. Christensen, Jr., AFNG



On the day of the Ricks Trophy Flight the sky was a dirty gray, with thunderheads kicking up turbulence that made flying a chore. Oddly enough, the bad weather was ideal for testing the all-weather intercept capability of my F-86D. It was a good test. I made it from Jacksonville, Florida to Dallas, Texas at an average of 535-miles-an-hour, accomplishing the required intercept enroute.

As I think back of the flight however, I recall a brief instance when my thoughts strayed to my wife and family back home. I was thinking then of how very very far away Ruth was. I asked myself, "What kind of a business is this that takes me so far away from my home and family?"

I'm a member of the Nebraska Air National Guard. My job is flying training supervisor, a job that necessitates a great deal of flying in different airplanes and under many different conditions. To the uninitiated, I venture to say my job is considered hazardous.

I have a wife and three very fine youngsters—Jeanne 11, Danny 7, and Cynthia 3. We are a closely knit family and share every happiness and every problem—except one, my flying. That can never be completely shared.

There are a few, however—all too few—who, although they cannot share, can understand.

Such a person is my wife, Ruth.

In World War II, I flew 50 missions in a B-24 *Liberator* over Europe. After I was discharged, I came home (to Valparaiso, Nebraska, a "metropolis" of 400 souls) and in the course of events, married Ruth. I also had a business—selling farm machinery and implements.

Why the Air Guard?

I joined the Air Guard in 1949. Was it because flying was in my blood and I couldn't afford to fly on my own? Or was it because of deep love for my country and the realization that I had a talent that would be essential if my country ever were attacked? Perhaps it was a little of both.

No sooner had I checked out in the F-51 *Mustang* than our unit was called to active duty during the Korean conflict. We were released from the Air Force in 1953. I came home to Ruth, a family, and a non-existent dealership in the farm machinery business.

Ruth and I had many long talks. How many wives since the Wright brothers have objected to flying as a career? My counter-arguments finally brought her around to my way of thinking and I stayed with the Air Guard, full time—plus many hours overtime!

I'm a lucky guy to be making a living at what I love—flying a jet plane. And here I am with a woman who loves me dearly enough to understand and live with the idea that I must fly.

Capt. Christensen, senior flying training officer, 173d F-1 Sq., Nebraska AFNG recently won the coveted Ricks Trophy.

Ruth has no complaints when the roast beef is ruined because I'm working overtime getting a plane in shape. She has a certain calm philosophy when our card game is interrupted, or our picnic is called off because I have to fly half way across the country unexpectedly. She never cries, "you've done your part—let somebody else go next time."

On the contrary, she keeps busy with the home chores—doing much more than her wifely share in keeping up our home, in taking care of our kids. And when I'm away (as much as any traveling salesman) she's busy with community affairs, with the Red Cross, with church and school activities.

And when she hears other men's wives ask, "Why don't you make your husband quit flying? Isn't it time he settled down in a business?"—She has an answer.

"That's my husband's life and he is in a business," she tells them. "It is he—and thousands like him—who are keeping us safe. He is in the business of NATIONAL SECURITY which is vitally important to us all. It's important that he must know everything new that comes up about flying. And he must know it well enough so he can teach others. That's why he flies."

"But the danger," they counter. "Aren't you afraid? You keep reading in the papers . . ."

My wife smiles, a smile of confidence. "My husband knows his airplane better than Mr. Smith knows his automobile, or Mr. Jones his tractor. He's safer up there in the sky than any 'do-it-yourself homebody' trying to wire his garage for his power tools. No, I'm not afraid. I'm very proud of my husband and what he is doing."

Very often, as I'm flying high above earth, my eyes constantly scanning the instrument panel, a feeling of pride creeps into my thoughts. And I realize that I am not alone—Ruth is with me because she understands why I am here. My business in the security of this nation has been shared by her and has become our business. In a sense—"Ruth is my co-pilot."



Ruth and Coptain Christensen admire the Ricks Trophy in the living room of their home. (l to r) Jeonne, 11, Cynthia, 3 and Donny 7, look on.

AERIAL MEETING FOR SCOUTS—Air Explorer Scouts of Squadron 46, Mitchel AFB, N. Y., held what is believed to be the first business meeting while in flight, when they went aloft in a C-131 over New York City and Long Island. The Explorers received pre-flight briefings and flight training during the two-and-a-half hour trip. A number of them also were interviewed by Martin Agronsky of NBC and enjoyed an impromptu meeting with actress Mary Martin at Mitchel Operations.

LAST OF THE PROP PLANES—Within another month, the last of the AFNG's combat squadrons—the 149th F-1 Sq (Special Delivery, Day) out of Byrd Field, Va.—will have completed conversion to jet planes. The Virginia unit is changing over from B-26's to F-84F *Thunderstreaks*. Maj. William E. Haymes, commander, declared that while his men were eagerly learning their new mission, they were a bit nostalgic at seeing the twin-prop planes leave.

COMMANDOS RELEGATED TO LIMBO—Two C-46 *Commandos* of the 312th Trp Carr Sq, Hamilton AFB, Calif., were the last of those famed airplanes to be flown to the "boneyard" at Davis-Monthan AFB, Ariz., from ARes units throughout ConAC.

As of now, 14 of ConAC's 15 AFRes troop carrier wings are operating C-119s. The remaining wing currently is transitioning into C-123 *Providers*.

ACCOLADES FOR RESERVE CAPTAIN—Capt. Harrison M. Parson, a charter member of the 9986th ARSq, Rock Hill, S. C., drew high praise from Reserve and Air Force officials for his ingenuity in saving the AF an estimated \$20,000 during a two week active duty tour.

In civilian life an engineer at the Celanese Corp., Capt. Parson designed an automatic smoke tank filling apparatus which could be assembled from AF stock components. Original plans called for a contract to be let for this type apparatus. He was on duty at the Air Proving Ground Center, Eglin AFB, Fla., at the time.

AMPHIBIOUS ENGINE CHANGE—The maintenance crew of an SA-16 Amphibian belonging to the 302d Air Rescue Sq (R) of Williams AFB, Ariz., faced the novel experience of having to change an engine on the plane while it was afloat on a lake. Needless to say, the Reservists accomplished this feat, improvising as they went along.

The plane was forced down on the lake while flying over California, near San Francisco. The pilot taxied the plane, with one engine dead, to shore. Working from a wooden raft, the wings of the plane, and other unorthodox positions, the crew managed to change the 2,300 pound engine after four and a half hours of tackling, wrestling, and literally getting their feet wet. The crew consisted of M/Sgt. George A. Clifford, S/Sgt. William P. Russell, and A/2c Bill S. Greenwold, with help from M/Sgt. Joe P. Keeney, S/Sgt. Marvin J. Francouer and A/1c Roger Meyer.

THE CENTURY CLUB—To spur on individual participation in the AF Reserve program, the 2646th AResC of Mira Loma, Calif., has originated The Century Club. All reservists who earn a minimum of 100 points during a retention year are admitted to membership. The member also receives an honor scroll at a presentation ceremony at the individual's unit of assignment.



SHORT HOPS—Dr. William J. Strecker of Columbia, S. C. received a direct commission as captain AFRes and was appointed commander of the newly activated Medical Flt of the 9982d ARSq, Columbia. . . . Col. Erwin G. Morrison, cmdr, 2479th ARTng, Ft. Miley, Calif., received the commendation medal from 10AF cmdr, Maj. Gen. Robert E. L. Eaton. . . . Lt. Col. Ruth R. Weidner was named ConAC Command Nurse succeeding Lt. Col. Grace Hayden, who retired. . . . The Nassau (N.Y.) Group, Civil Air Patrol currently is conducting its fifth annual Workshop in Air-Age Education for 61 professional educators at the L. I. AResC, Mitchel AFB. . . . The 9055th ARGp, Springfield, Mass., held its first annual "Wing Ding."

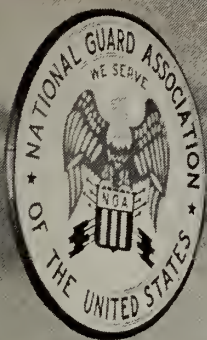


Col. Weidner

Barbara Ann Tucker of Arlington, Va., a member of the Civil Air Patrol, received a direct reserve commission in the Women's Medical Specialist Corps, USAF, on her 21st birthday. . . . Capt. Paul D. Straw, operations officer of the 182d F-1 Sq, Texas AFNG, has won his command pilot wings at age 34. . . . Making a "promotion" out of an event, the 165th Ftr Gp, Georgia AFNG, planned a complete display at the Coastal Empire Fair at Savannah, this month. . . . Lt. Col. Donald M. Bowers has been named cmdr of Det 355, Boston U. AFROTC.

Members of the 2235th ARFC, Grenier AFB, N. H. collected \$2,500 to endow a bed at the Crotched Mountain Rehabilitation Center. . . . The 71st Sq of the 434th Trp Carr Wg, Bakalar AFB, Ind., won the wing-wide flying safety contest during its summer encampment. . . . Lt. Col. Franklin Hibel, former editor of *The Air Reservist* and more recently commander of the Kansas City, Mo. AResC, has been reassigned as commander of the Jacksonville, Fla., AResC. . . . Lt. Col. Louis S. Korens has been named cmdr of the 9362d ARSq, San Francisco, Calif. . . . Maj. Gen. Pierpont A. Hamilton, USAFR, will succeed Maj. Gen. David M. Shoup, USMC, as president of the Congressional Medal of Honor Society of America, Jan. 1st.

Gen. Otto P. Weyland, TAC commander, was guest speaker at the dedication of the new home of the 2473d ARFC in Milwaukee, home of the 440th Trp Carr Wg. . . . The 445th Trp Carr Wg of Dobbins AFB, Ga., received a flying safety award from ConAC Hq.



Colorado's Minutemen

Some 5,000 officers sparked by a galaxy of generals, high ranking members of the Department of Defense, U.S. Senate and House of Representatives, and a dozen governors converged on Atlantic City, N. J., last month for the 80th General Conference of the National Guard Association.

Space limitations preclude a complete coverage of the many stirring events which highlighted this conclave. However, the following excerpts and quotes from addresses by key speakers give a capsule account of what was said and what was done to enlighten the delegates on Air Force points of view as well as to enhance the stature of the Air Guard.

General Thomas D. White, C/S, USAF, on self analysis and possibilities: "... Needless to say, the Air Force maintains continuous and critical self analysis of both the active force and its Reserve Forces. As one example, we are studying the possibilities of using the Air National Guard in the air defense role with the Air Force Bomarc long range surface-to-air missile. As yet it is too early to tell whether or not such utilization will pay off, but I want to assure you that the door is open to this and every other functional area if the country will get more defense for its money.

"... There are three essentials to effective aerospace power which I sometimes refer to as the three 'R's' of Air Force business. These are—Research, Readiness and Reaction. Obviously, the present structure of our Air Reserve Forces fits into these essentials—particularly with regard to readiness and reaction. As we move on into the future—a future of even higher aircraft performance, missiles and space vehicles—I can see no change in these essentials except in degree."

General Lauris Norstad, Supreme Allied Commander Europe, on the position and prospects of NATO: "Never before have the nations of the Atlantic Community been so closely united on matters affecting the general interest. We of that community seek peace, but a tolerable peace, a peace that permits us dignity in freedom. The great NATO alliance offers a stout shelter for that aspiration."

Lt. General William E. Hall, ConAC Commander, on potential of Air Guard: "... Personally, I believe there is going to be a requirement for a very considerable number of fighters for a long time to come, but we cannot escape the fact that we are moving into the missile age and must give all possible thought to the changes which are overtaking us.

"... Any weapon system of today, whether missile or piloted aircraft, is a mass of interdependent components, all of which must be maintained in perfect operating condition for months and years to come. It is entirely possible, if not probable, that there will be psychological factors concerning

such an operation that can better be met by Guardsmen and Reservists than by members of the active forces."

Maj. General Winston P. Wilson, Deputy Chief, NGB, on aircraft conversion: "... It looks like there is a breathing spell in the aircraft conversion program, and it is incumbent upon all of us to use this time to improve the tactical effectiveness of our squadrons. To this end we have already made much progress, and in recognition of this increased tactical capability, the Air Defense Command has boosted its fourteen hour alert augmentation to twenty (20) squadrons, and of these twenty, seven (7) are scheduled to go on twenty-four hour alert. Additionally, the Tactical Air Command is counting heavily on the Air National Guard tactical fighters, and we are faced with the tremendous challenge of providing a truly effective force to complement the active deterrent force. We too must be on the "go" if the international situation should dictate.

"... We must be thoroughly prepared and capable to do the job instantly. Our program, commitments, and funds will not permit us to drag a unit along which cannot carry its share of the load when called upon. I look to every commander to critically analyze his organization and its operational readiness and to take action as indicated to improve the stature of his unit. This is the primary responsibility of a commander and is a ready estimate of a commander's ability."

Maj. General William H. Harrison, Jr., President NGA, on position of NGA: "Briefly, this was and continues to be the position of the National Guard Association: That the full industrial and scientific capability of the United States be exploited in a determined and sustained effort to assure the country's leadership in the fields of military science. That in this effort, our existing conventional forces not be neglected, for by reducing our capability to fight a non-nuclear war, we are placing this country in a position that is both politically and militarily untenable. That this country must have depth to its defense force and this can be achieved only by maintaining a strong reserve force as backup for its heavily committed active establishment."

Other convention highlights: Colorado's *Minutemen* performing over the Atlantic Ocean opposite Convention Hall; the Air Adviser's Conference moderated by Brig. Gen. Royal Hatch, deputy for ANG Affairs, ConAC; the fabulous Annual States Dinner; and numerous other addresses by prominent military and civilian guests.

Looking ahead: The 81st General Conference of the National Guard Association will be held at San Antonio, Tex., on Oct. 5-8, 1959.



"White Cloud"

Approximately 500 Air Reservists were recalled for 10-days temporary duty in order to participate in Exercise White Cloud, a joint Army-Air Force maneuver, now being conducted in the Fort Bragg, N. C. area.

Beginning this month, more than 60 Reserve troop carrier crews are scheduled to fly an estimated 350 sorties, hauling more than 4,000,000 pounds of personnel and cargo. In addition to the troop carrier personnel, some 60 aerial port squadron personnel were recalled to assist in the airdrop.

Reservist "Hams"

The 10AF MARS (Military Affiliate Radio System) Reserve Net is offering a means for AF Reservists who are licensed radio amateurs, to contribute to national defense while maintaining proficiency in the practical aspects of military communications, as well as earning point credits.

Qualifications include being a member of the AF Reserve (not on active duty); be a licensed radio amateur; and have possession of equipment for transmitting and receiving CW signals. Training consists of operating your station on a supervised net for two hours per week and is open to qualified persons in the states of Ark., Colo., Ia., Ind., Ill., Kan., La., Mich., Minn., Mo., Neb., N.D., N. M., Okla., S.D., Texas and Wyoming.

For further information write to: Cmdr., MARS Reserve Nets (10AF), 836 North Melborn, Dearborn, 7, Mich.

New Logistics Manual

Air Material Command says that AF Manual 400-5 (USAF Logistic Planning Reference and Data) provides most of the answers if you need logistic planning info.

This manual contains detailed data on supply, maintenance, transportation, comptroller, procurement, weight and cube, POL (petroleum, oil and lubricants), ammunition, installations, communications and electronics, base services, weapons, etc. It has 22 parts, 138 chapters and 428 charts and tables for a total of 789 pages.

Twenty thousand copies were distributed in early 1957. If your organization does not have sufficient copies, they are available through prescribed channels (see AFM-5-4).

■ AFA from page 5

lieutenant colonel in the Air Reserve as president of the nationwide airpower organization. Colonel Schenk makes his home in Washington, D. C.

To succeed outgoing Board Chairman J. P. Henebry, of Chicago, the delegates elected Col. James M. Trail, a native of Boise, Idaho, and chief of staff of the Idaho Air National Guard.

At convention end, elaborate plans were already well under way for AFA's 1959 annual reunion scheduled for Miami Beach, Fla., September 3-6.

1958 AFA Airpower Awards

H. H. Arnold Trophy (Aviation's Man of the Year):

Maj. Gen. Bernard A. Schriever

Hoyt S. Vandenberg Trophy: Ralph J. Cordiner

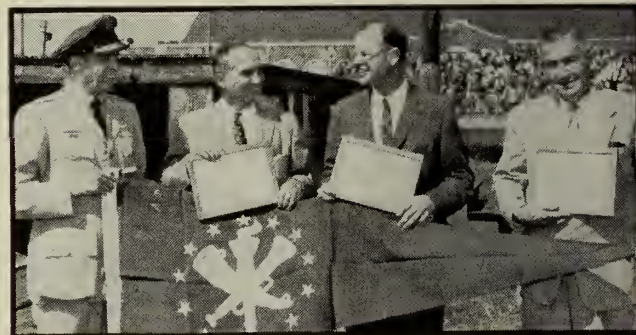
Science Trophy: Dr. H. Julian Allen

David G. Schilling Trophy: Capt. Iven C. Kincheloe, Jr., (posthumously)

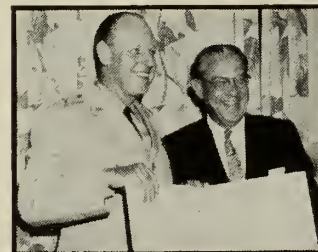
Arts & Letters Trophy: Air Photographic and Charting Service

DOD Reserve Awards

DOD Reserve Awards to three civilian concerns were made in an impressive ceremony on "Armed Services Day" September 19, before an audience of 10,000 at the Eastern States Exposition in Springfield, Mass.



Brig. Gen. Paul S. Zuckerman, AFRes., Hq ConAC, presented the certificates and pennants to John D. Sloan, general manager of *Roller Chain Division, Chain Belt Co.*, Springfield; Herman V. Grimmeisen, vice president of *Gilbert and Barker Mfg., Co.*, West Springfield; and Anthony J. Stonina, Sr., president of *A. J. Stonina, Inc.*, Chicopee, Mass. The awards were sponsored by the 2618 AResC, Springfield, Mass.



(Photo left) Brig. Gen. John H. Faster, cmdr of Alama Wing, with A. R. Watson, Pres., *Southwestern Public Service Co.* (right), Maj. Gen. John W. Persons, 14AF cmdr and C. H. Kaman, President, *Kaman Aircraft Corp.*

Recipients of other DOD Reserve Awards since last issue were: *Southwest Public Service Co.*, sponsored by 9172 AResGp, Lubbock, Tex. . . *Narragansett Electric Co.*, sponsored by 9215 ARSg, Providence, R.I. . . *Federal Reserve Bank of Atlanta*, sponsored by 445 TCWg, Dobbins AFB, Ga. . . *Moorlane Co.*, sponsored by 2696 AResC, Tulsa, Okla. . . *Kaman Aircraft Corp.*, sponsored by 2604 AResC, Hartford, Conn. . . *Long Beach State College*, sponsored by 452d TCWg, Long Beach Airport, Calif. . . *Falk Corp.* sponsored by 2654 AResC, Milwaukee, Wisc. . . *City of Worcester and Riley Stoker Corp.*, sponsored by 2625 AResC, Worcester, Mass. . . *Miner's Memorial Hospital Association*, Harlan, Ky., sponsored by 2612 AResC, Louisville, Ky. . . *Wells Fargo Bank of San Francisco and Television Station KPIX*, sponsored by 2643 AResC, San Francisco, Calif. . . *Davis Michel & Co.*, sponsored by 2614 AResC, Phila., Pa.

AFRes on TV

The Air Force Reserve will be featured by movie and TV actor Bob Cummings during his regular NBC-TV half-hour situation comedy shows on Nov. 11th and 18th. Check your local TV listings for show time.

SAC Calls 42 Company Graders: The recall program pushed by Strategic Air Command has resulted in 42 young company grade Reserve officers recently being recalled with SAC units. The "recall-ees" were officers who recently left active duty and kept in touch with recall in mind. Announced in the September issue of *The Air Reservist*, the voluntary recall is limited to Air Reserve and Air National Guard pilots and navigators with B-52, B-47, KC-135 and KC-97 experience. Qualified applicants may still apply.

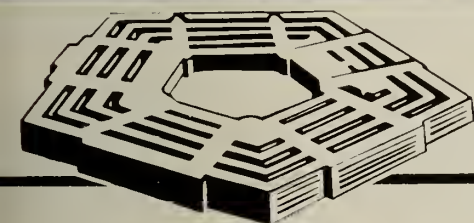
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AFNG Notes: Air Guard's 83 combat squadrons will be entirely jet-equipped upon wrap-up of transition training by 149th FI Squadron of Richmond, Va. Pilots of 149th began checking out in F-84Fs late in July after relinquishing B-26 light bombers. . . . Comptroller General has ruled on question of concurrent payment of military pay and allowances and compensation for sick leave for National Guard employees injured while in a military status. National Guard employee is entitled to both prior to being released to "military duty," providing both types of payment are in accordance with pertinent regulations. . . . New ANGR 36-08 spells out voluntary entry of AFNG officer personnel into active federal service for extended active duty, special and school tours.

DOD Changes Start: Structure changes in the Department of Defense started on September 1, with the reorganization of the Joint Chiefs of Staff to assume new responsibilities. Eight unified and specified commands move out from control of the Army, Navy and Air Force into control of the Secretary of Defense. First command to make the move is U.S. European Command under Gen. Lauris Norstad. Next commands are Eastern Atlantic and Mediterranean Command, and the Alaskan Command, scheduled for December 1. Remaining six commands, including ConAC and SAC, will come under DOD control around January 1, 1959.

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Reserve Assignments Speeded Up: Because unit commanders were not aware of a completed assignment action of an Air Reservist by Air Reserve Records Center, a new "airmail" notification system has been started by ARRC. Previously, the notification depended on published orders—to ConAC unit commanders—a time-consuming action. The new procedure speeds assignments within a three or four day period permitting Reservists to begin training almost immediately. To speed processing, ARRC asks Reservists to present documentary evidence of valid status in the AFRes when making application for assignment.



Pentagraphs

Medicare for Reservists: Did you know that dependent Medicare for Air Reservists is authorized only when they are ordered to active duty in excess of 30 days? (See Par. 4B, AFR 164-41). A recent change to regulations states that dependents must first check with the nearest Uniformed Services medical facility to determine whether desired service is available. If not, the facility will furnish Medicare Permit (DD Form 1251) which authorizes the dependent to be treated by a civilian doctor of his choice.

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CAA Appointments Open: Civil Aeronautics Administration plans to make many appointments from a new examination for Flight Operations and Airworthiness Inspector and Airways Flight Inspector. Most positions are located throughout the U.S., with some vacancies in Washington, D. C., U.S. territories and possessions and some foreign countries. Salaries range from \$5,985 to \$8,330 a year. Requirements and applications may be obtained from most Post Offices, or U.S. Civil Service Commission, Wash., D. C.

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ECI Note: Air University says many Reservists are doing themselves a disservice by failing to submit duplicate copy of ECI Form 26 to the custodian of their field personnel record for proper point credit. Air University points out that the extent of this failure is not usually realized until points are tabulated at the end of retirement years.

Retired Trial Ruling Expected: U. S. Court of Military Appeals is expected to hand down soon its first ruling on whether courts-martial have authority over military people after they retire. Judges heard arguments in the first such case last spring. The Navy in 1957 tried and sentenced a rear admiral to dismissal and forfeiture of retired pay. He had retired in 1948. The Uniform Code of Military Justice lists retired persons as among those subject to its provisions. Similar laws have been on the books since before the Civil War. The admiral's lawyers argued the laws are unconstitutional and cited Supreme Court decisions as limiting military trials strictly to people in active military service. The Court of Military Appeals has begun a new fall term. Since judges make a point of cleaning up all old cases before a new term begins, decision is expected soon.

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Selective Assignee. Who is he? He is a Reservist released from extended active duty with a remaining service obligation, who is assigned to an M-Day position in the AFRes or AFNG. He is not a substitute for a voluntary participant in the same slot, but the best means of filling operational readiness until a more satisfactory manning can be achieved. As a Selective Assignee he is not required to participate in training, but is encouraged to do so. If he does not volunteer he will be *bumped* if an active participant applies to fill the Ready slot. There are Selective Assignees in all Ready unfilled positions because of non-availability of personnel.

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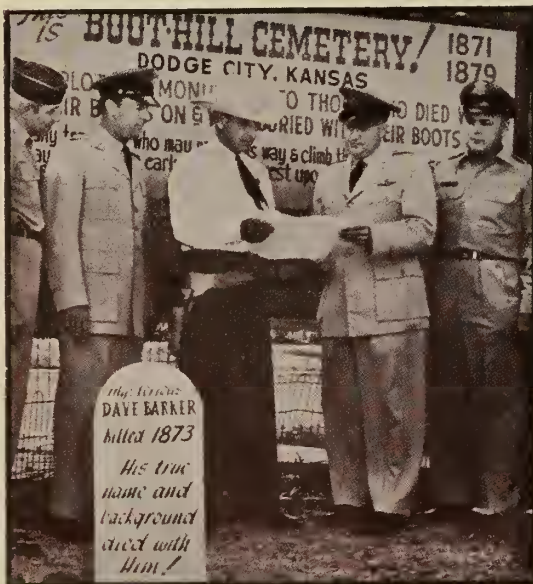
Form 3547 Requested

USAF Periodical 30 — 1
No. 30H 11-58.

RESERVE



Reservists of 302d Air Rescue Sq, Ariz., fly bloodhounds and trainer, Russ Cane, to Colorado to search for last youngster. Plane used in emergency mission was an SA-16.



Police Chief R. K. House, Dodge City, Kansas, deputizes Lt. Col. Robert L. Foley, 2659th AResC cmdr, Wichita, an honorary Dodge City Marshal, as local Reservists watch.

CAMERA



This 35 by 8 ft. mobile trailer display, built entirely by Air Nat'l Guardsmen from Portland, Oregon, has proven successful in selling the Guard to the public. Guard recruiting has hit a new high as a result.



Shades of Maureen O'Hara, Charlotte, N.C., Air Reserve Wives Auxiliary revive Cole Porter's "Can-Can" at Center dance. The lovelies are (l-r) Mesdames Schmitt, Francis, Gardan, Samples, Coak and Rucker. C'est bon!



Air Reservists who took top honors in the national rifle matches at Camp Perry, Ohio, are (l to r), 2nd Lt. Laren W. Samsel, Jr., Captain Arthur E. Coak, Maj. William L. Pruden, and 2nd Lt. Virgil L. Hamlin.

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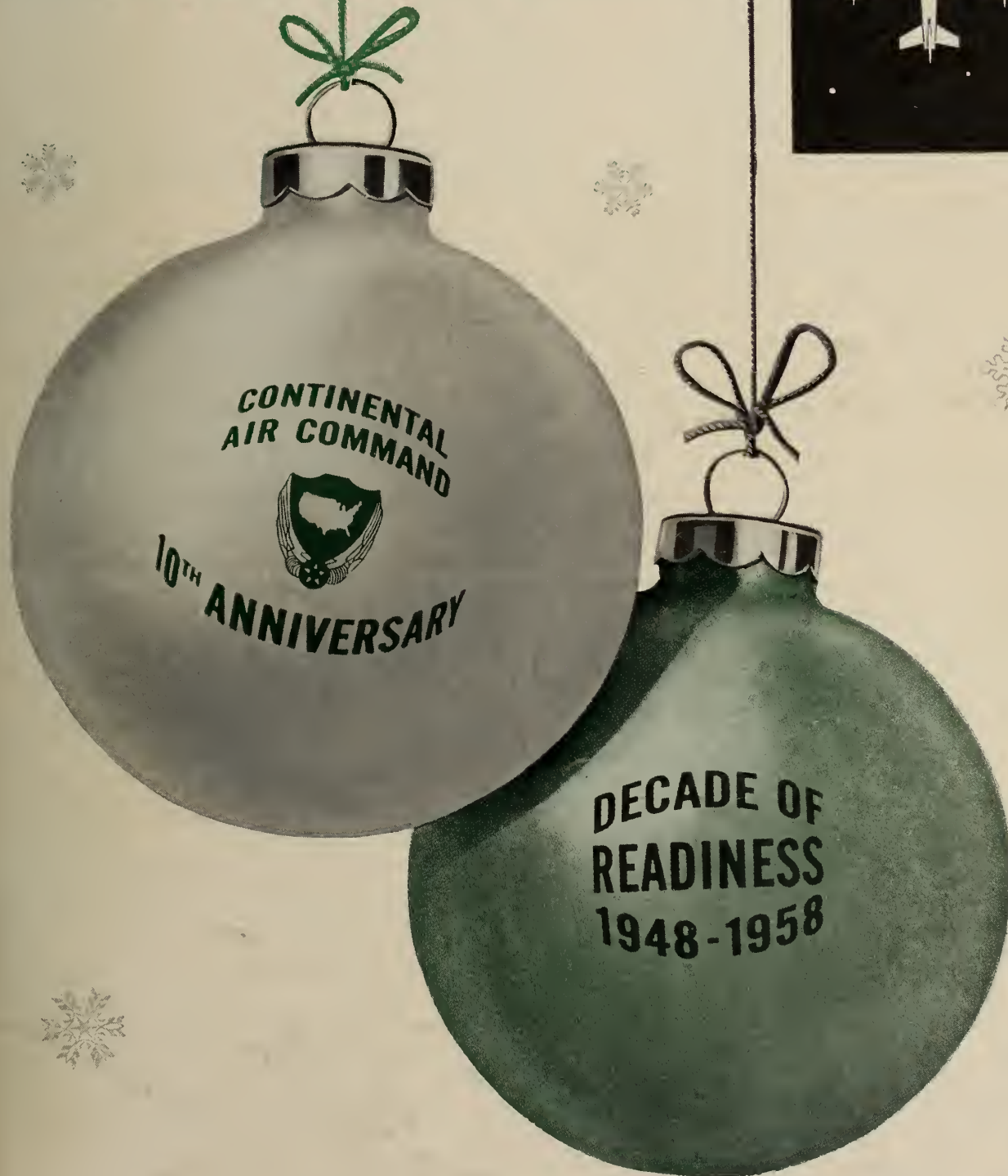
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I am an airman in the AFRes. I am interested in taking a course in rocket launching. Can you tell me where I can obtain information as to who offers this course and how I may go about enrolling?

DDE
Waco, Texas

This course is currently being offered by the US Army Infantry School, Fort Benning, Ga. You should fill out the application contained on the last page of the USAF Extension Course catalog and forward it to ARRC, Denver 5, Colo., for approval. Your application will then be processed in accordance with an inter-service agreement regarding extension courses for AFRes personnel.

I was born March 20, 1923, and have four years active service. If I accrue 20 years satisfactory active and reserve service, what will my retirement pay be at age 60?

CRN
Albany, N. Y.

No estimate of your retirement pay can be made at this time. Retirement pay under Section 1331, Title 10, U. S. Code see MAIL BAG page 10

THE AIR Reservist

VOL. X—NO. 11 DEC. 1958

AIR FORCE RESERVE AIR NATIONAL GUARD
CIVIL AIR PATROL

Lt. Gen. William E. Hall
Commander, Continental Air Command

Col. Blake C. Miller
Chief, Office of Info. Svs., ConAC

EDITOR
Lt. Col. Joseph H. Friedmann

ASSOCIATE EDITOR
Fred E. Giachino

STAFF WRITERS
T/Sgt. Earl C. Nelson and Earl E. Lane

The Air Reservist is an official publication of Continental Air Command approved by the Secretary of the Air Force, in accordance with Public Law 476, Section 259, 82nd Congress. This law directs the dissemination of complete and up-to-date information of interest to the Air Reserve Forces.

Editorial Office: The AIR RESERVIST
OIS, Hq ConAC, Mitchel AFB, NY

The Material contained in The Air Reservist is listed in the Air University Periodical Index. Use of funds for printing this publication has been approved by the Secretary of the Air Force and the Director of the Bureau of the Budget 23 July 1958.

From the President

It is a pleasure to send greetings to the members of the Air Reserve Forces joined in the observance of the Tenth Anniversary of the Continental Air Command.

The military experience of the United States has established the value of Reserve Forces as an important component of our national strength. Among those upholding the defense of our land and the peace of the world, our Air Reserve Forces occupy a position of trust and honor.

I am delighted to add my congratulations and best wishes on this occasion.

Sincerely,

DWIGHT D. EISENHOWER

Decade of Readiness

Continental Air Command observes its Tenth Anniversary during the month of December. It will highlight its *Decade of Readiness* observances through a series of "open houses" at Air Reserve Forces installations throughout the country on Sunday, December 7, Pearl Harbor Day. Planned activities stressing the theme *The Ready Reserves* will continue throughout the month.

The Air National Guard has joined in commemorating ConAC's birthday by urging the Adjutants General of the various states and territories to participate in open house festivities. The purpose of the celebrations is to publicize the missions and capabilities of the Air Reserve Forces. ConAC has set Dec. 7 as a regularly scheduled unit training assembly for all members of category A units. It will also be a voluntary training date for all units of the Individual Reserve Program.

Reservists participating will be awarded training points for retirement, but will not receive pay. It will be an additional—not a substitute—training period. A large number of units were scheduled to mark the day by presenting Department of Defense Reserve Awards or Numbered AF Certificates of Recognition and personnel awards.

Reorganization

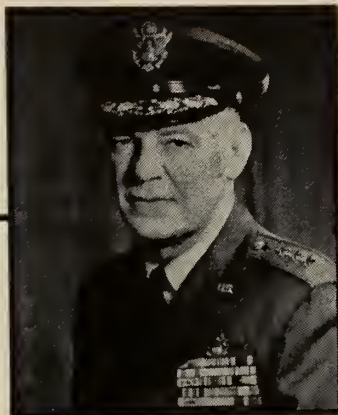
Maj. Gen. R. A. Grussendorf, assistant chief of staff for Reserve Forces, announced a major reorganization of his office, effective Nov. 10. It would provide a direct linkage between his office and the Air Force Division, National Guard Bureau and satisfies a continuous past demand by AF Reservists that there be a specific office within the Air Staff solely and exclusively responsible for AF Reserve affairs. The newly created structure includes an Information and Liaison Group, a Project and Analysis Group, a Deputy for ANGUS Affairs and a Deputy for Air Force Reserve Affairs. Under the old organization there was no direct staff or command relationship with the Air National Guard, nor within the Air Staff.

Maj. Gen. Winston P. Wilson, chief of the AF Division of the NGB, is now the deputy for ANGUS affairs. Brig. Gen. Felix M. Vidal, former deputy assistant chief of staff for Reserve Forces has assumed the deputyship of the Air Force Reserve.

Maj. Gen. R. A. Grussendorf is enthusiastic in his summary of the new setup: "The first step in preparing for the future was to envision the Air Reserve Forces as D-Day rather than M-Day forces. This required a restatement of responsibilities so that there would be no question that there was one office in the Air Staff which could pick up the loose ends and focus them to insure that the Reserve Forces would be immediately ready and immediately available. Our new organization is what I feel is needed to carry out my responsibility to meet the war plans of USAF."

THE "READY NOW" CONCEPT

by Lt. Gen. William E. Hall
Commander, Continental Air Command



This series of articles on the Air Force Reserve Program has been to my mind most constructive. Beginning with statement about the future of the Air Reserve Forces by the Honorable David S. Smith, Assistant Secretary of the Air Force, and followed by those of the Chief of Staff, General Thomas D. White, and the Vice Chief of Staff, General Curtis E. LeMay, and other top leaders of the Air Force, these articles indicated and emphasized to members of the Reserve Forces the vital role they play in the over-all structure and plans of the Air Force.

Since at this time Continental Air Command, which administers and trains the Air Force Reserve and supervises the training and inspects the Air National Guard, is observing its Tenth Anniversary, I think it may be well to take stock, to analyze our position, and to consider the overriding precept of the Air Reserve Program. This is, of course, the problem of readiness—the need for immediate combat capability throughout the Air Reserve Forces.

Goal-Readiness

"Ready Now," theme of ConAC's Tenth Anniversary celebration, must not be taken to mean a static condition of combat capability. Rather, it is a goal, a goal we must all strive for not only today but during the unforeseeable years of the future.

The Air Reserve Forces have come a long way in the past ten years. The missions of the Air National Guard and Air Force Reserve have been crystalized and are now realistic and within the possibility of attainment. These missions are based on the premise that strong, ready Air Reserve Forces are a very definite and considerable part of the United States' deterrent strength, and the requirements for them are specifically outlined in current Air Force war planning.

It is apparent to any one that if our Air Reserve Forces are to have instant combat capability, they must, in peacetime, be fully manned, equipped, trained, and provided with adequate facilities.

It is equally apparent that as of the moment the situation is not everywhere ideal nor even satisfactory. Not all training is up to the proper or acceptable mark. But it is improving. Facilities in many areas are not all that we could want. On the other hand, the active Air Force does not have the facilities it really needs for its mission. In times of enforced economy, the Reserve Forces must share with the active establishment such financial restrictions as are necessary. We simply must make do with what we have. It may be said on the positive side, however, that the facilities presently available to the Air Force Reserve and Air National Guard are far superior to anything we have had in the past.

This is an evidence of the vigorous support which the U. S. Air Force is today providing to its Reserve components. The results of this support may be observed also in the provision of aircraft to the Reserve Forces. Presently, the Air Force Reserve is almost fully equipped with C-119s and,

in the case of one wing, with C-123s. The Air National Guard is receiving such aircraft as F-100s and B-57s. A point to be emphasized is that all such aircraft are identical to those being utilized by the active establishment—in Tactical Air Command and Air Defense Command—and that they are adequate for the assigned missions of the Air Reserve Forces. While we may hope that as the future rolls upon us we will receive still more modern aircraft and weapon systems, it must be recognized that the total equipment situation in the Reserve Forces is the best it has ever been.

It is my opinion that the most important development of the past ten years within the Air Reserve Forces is the fact that they have achieved in their programs a reasonable measure of stability. Total stability is obviously unattainable, since as we speed toward the air/space age, with its rapid technological advances and breakthroughs, the entire Air Force program is subject to constant reassessment, including the missions of the Air Reserve Forces.

General White, the Chief of Staff, recently indicated the importance to the Air Force of its Reserve components. He referred to the 39 tactical wings in being within the Air National Guard and Air Force Reserve plus numerous support type units and tens of thousands of individuals for augmentation of the active force in time of war or national emergency. By comparing these forces with the 105 combat wings of the active force, he made the point that the Reserve components are more than back-up forces, that they represent an important augmentation of the active Air Force strength—first string players on the Air Force team.

Alerts and Airlifts

The Chief of Staff laid further emphasis on the fact that the Air Reserve Forces, to be acceptably ready, must actively participate in Air Force missions in time of peace. Outstanding examples of such participation are found in the Air National Guard's air defense runway alert program and its around-the-clock performance in certain areas by AC&W units, and similar activities. Similarly, the Air Force Troop Carrier units are making an invaluable contribution to the Air Force program by their air lifting of personnel and high priority equipment in Operations "Swift Lift" and "Ready Swap." All these peacetime activities of the Air Reserve Forces in support of the active establishment are well known to readers of this magazine and thus need no further description here.

Some years ago, Satchel Paige, the former baseball pitcher of indeterminate age, gave six rules for staying young. The last of these was, "Don't look back. Something might be gaining on you." I suggest that as we approach a new year,

see HALL page 4

Reservists Host Seminar

Approximately 100 information services officers from Air Force commands across the nation and from as far away as Thule Air Base, Greenland, met at New York's Manhattan Hotel last month for a two-day information seminar sponsored by the New York Information Services Squadron.

During the busy two days the active duty ISOs heard Pentagon officials, public relations experts, a panel on how to enlist the influence of women for better public relations, newspaper, magazine, radio and television executives and saw an illustrated presentation on "Creative Thinking."

Col. Thor M. Smith, commander of the 9215th Air Reserve Squadron, the unit that has sponsored the seminars for the past four years, welcomed the conferees.

Pentagon speakers during the first day were Brig. Gen. Noel F. Parish, assistant for coordination, Plans and Programs, USAF, and Col. Charles H. Roodman, chief, Human Factors Division, deputy chief of staff, Development, who spoke on different phases of "The Changing Air Force."

Other speakers included noted news analyst H. V. Kaltenborn and public relations experts Pat Sullivan from General Dynamics, William McDonald from American Machine and Foundry and Dr. Howard Stephenson from Boston University, who urged the Air Force ISOs to join a partnership with industry's public relations men to work out mutual P.R. or community relations problems.

In the afternoon session, noted advertising counselor Bernice Fitz-Gibbon told the ISOs that toughness should be as big a part of this program as tact. "Don't be humble—let the inhabitants of your town know the prosperity your base is bringing them," she said.

The second day a panel of newspaper and trade magazine editors told the ISOs to know the publication's needs and know your contacts and you will have a better chance of placing your material. Also on this panel was Milton Caniff, creator of "Steve Canyon."

The afternoon of the second day, sessions were held at an ABC television studio where the conferees heard radio and television executives describe the type of material they need from the Air Force. Featured at the sessions were demonstrations of closed-circuit TV, delayed transmission of video tape and ways to edit tape for a radio news program.

Principal speaker at the concluding banquet was Gen. Curtis E. LeMay, vice chief of staff, who told the ISOs to give the public information but not sensationalism. "Your role is the dissemination of facts, not the creation of sensational headlines," he said.

CAP's 17th Birthday

This issue of *The Air Reservist* celebrates anniversary dates from several different quarters, not the least of which is the Civil Air Patrol's 17th birthday which arrived on Dec. 1. CAP—an official civilian auxiliary of the United States Air Force—is dedicated to the advancement of aviation. It has more than 74,000 volunteer members, including 39,000 cadets engaged in an enthusiastic aviation program. More than 35,000 adult members—pilots, observers, radio operators, first aid specialists, instructors and technical specialists—make up the balance of the membership.

Congratulations to Maj. Gen. Walter R. Agee, USAF, national commander of the Civil Air Patrol, and the fine group who make up this important auxiliary to the United States Air Force.



John Daly, ABC-TV executive and newscaster, addresses Seminar on closed TV circuit. He explains what radio-TV needs from the AF.

Discharge Policy Change

In a recent policy change, Air Force Reserve officers, not on EAD, will be discharged on the last day of month in which they attain maximum age unless they are, on or before that day, placed on the Reserve Retired List. Previously, an individual was placed on Inactive Status List on the day he attained maximum age, and retained there until administrative action could be initiated to effect discharge or placement on the retired list.

Within three to six months prior to time he attains maximum age, the Air Reserve Records Center will notify the officer concerned that he will be placed on the retired list or discharged. ARRC will furnish necessary application forms to the individual, who in turn will accomplish and return them, through the unit having custody of his field personnel record, to ARRC. Failure to submit application to arrive at ARRC prior to last day of the month in which maximum age is attained will result in automatic discharge under provisions of paragraph 17, AFR 45-51.

These instructions are applicable to all Air Reserve personnel, except female Reserve nurses and medical specialists who will come within its purview on July 1, 1960. Details will be included in the next revision of AFR 45-5.

■ HALL from page 3

that all of us might well keep that advice in mind and look to the future.

As that future unfolds, the whole Air Force will daily be faced with new challenges and new concepts. The Air Reserve Forces must constantly strive for a higher state of readiness and increasing capability for quicker and more effectual reaction. Precisely what the roles of the Air Reserve Forces will be with respect to missiles and space exploration can hardly be anticipated at the present time. Whatever they may become, all units and all those in the Individual Training program must stand mentally and technically capable of performing them.

I have no doubt that all Reserve personnel will do so. It has been my privilege for several years to be associated with the Air Force Reserve program. I am very proud of the way in which Reservists and Air National Guardsmen have performed their duties and brought themselves to the point where they can adopt as a justifiable theme, "Ready Now."

To you all, I extend my appreciation and my best wishes for a *Merry Christmas* and a *Happy New Year*.



PRESENT INSIGNIA INAPPROPRIATE TO RESERVE MISSION... SO HERE'S YOUR CHANCE TO:
DESIGN THE NEW AIR FORCE RESERVE INSIGNIA
AND WIN ANY OF 39 BIG PRIZES!

WIN

a ten day Vacation in Rio for two

VIA TSA AIR LINES
FROM NEW YORK!

SEE OLD WORLD CULTURE

IN A NEW WORLD SETTING IN

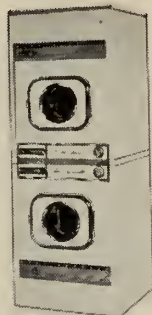
SOUTH AMERICA WITH HOTEL

AND MEAL EXPENSES PAID.

Fly down to Rio in a super Constellation through the courtesy of Trans Continental South American Air Lines. Begin and end your vacation with sight-seeing trips in New York City. Dinner at the famous "21" club and other exciting activities.

2nd and 3rd

WESTINGHOUSE DELUXE SPACE-MATES—AUTOMATIC WASHER AND MATCHING DRYER—A combination that washes and dries 16 pounds of clothes at a time, in a space 25-inches wide! Stacked (as shown), side by side, or as a built-in pair. Revolving agitator Laundromat washes cleaner, rinses better, even cleans itself. Matching electric dryer dries faster, fluffier with direct air flow.



4th thru 13th

POLAROID LAND CAMERA "HIGHLANDER" model—click the shutter, a minute later lift out your finished clear picture. "Highlander" Land Camera is lightweight and has only one dial to set for perfect exposure every shot. New Polaroid Land Picture Rolls for the "Highlander" model camera make the sharpest, wallet-sized prints ever.



14th thru 39th

MARTEX GIFT ENSEMBLE—Gift sets of Finesse, the best selling Martex patterned towel, with a retail value of five dollars. Each gift set contains one bath towel, one guest towel and 2 face cloths. The pattern is a check motif in color and white. The large checks are bordered in gold metallic yarn.



Purpose:

To find a *new* insignia which will best identify and symbolize the Air Force Reserve.

Rules:

- Contest open to all Air Force Reservists—*not on extended active duty*.
- Sketches or drawings must be on separate sheets of paper.
- Submit as many original ideas as you wish.
- Each drawing may be as complete as you can make it; or in pencil or pen renderings with appropriate color notations, if possible. If you can't draw or sketch then send in a narrative description of your idea or creation.
- Include your name, grade, organization and address with each entry.
- Mail your entry to: Contest Editor, *The Air Reservist*, O.I.S., ConAC, Mitchel Air Force Base, N. Y.
- All entries become the property of ConAC and will not be returned.
- Contest closes midnight, February 15, 1959. All entries must be postmarked prior to this date.

Judges:

A prominent panel of judges—to be named in January—will select the winners. Their decision will be final.

A complete list of winners will appear in the April "Air Reservist."



Chief of Staff's Reserve Forces Seminar

Air Force Chief of Staff Thomas D. White welcomed some 250 prominent Air Force Reserve, Air National Guard, and Civil Air Patrol leaders from throughout the nation to the Air Chief's first Reserve Forces Seminar at the Pentagon on Nov. 7.

Purpose of the top level visit was to inform the key members of the Air Reserve Forces—not on extended active duty—on current objectives, plans, and programs of the Air Force. Service organizations also invited to sit in on the Air Staff briefing included representatives of the Reserve Officers Association, Air Force Association, and National Guard Association.

Seminar Objectives

The one day meeting was opened by Maj. Gen. R. A. Grussendorf, ass't chief of staff for Reserve Forces, who outlined the objectives of the Seminar and introduced the speakers.

Gen. White, host for the Seminar, told the visitors that this first Reserve Forces gathering was a significant occasion for the Air Force in that it represented the first time such a large group of the Air Force family, other than active duty personnel, had been brought together to discuss what is going on in their Air Force.

Identifying the USAF as the largest business in existence, the AF chief of staff told the group that they, in fact, were "preferred stockholders—and as veterans of prior service, as civil leaders in your communities, and by virtue of your Reserve and Auxiliary affiliations have a big investment in this enterprise."

51st F-1 Wg Reunion

Anyone interested in holding a reunion of the 51st Fighter-Interceptor Wing, while under the command of Col. Francis S. Gabreski during 1951-52, should contact Capt. Dale W. Smiley, 4022 Mound Pass, Fort Wayne, Ind. Plans are to hold reunion in conjunction with AFA Convention Sept 2-5, 1959 at Miami, Fla.

The general added that "the success of our operation is not judged by the size of annual dividends paid, but by the proficiency and readiness achieved toward fulfilling the Air Force's sole purpose for existing to serve as a member of the defense team in carrying out national policy."

Before concluding, Gen. White expressed his regrets that all members of the Air Force family could not be present to hear the Air Staff reports to follow. He said he would, however, rely on each of the visitors to impart the facts to as many members as possible—with the invitation to pass on suggestions they might have to the Staff in Washington.

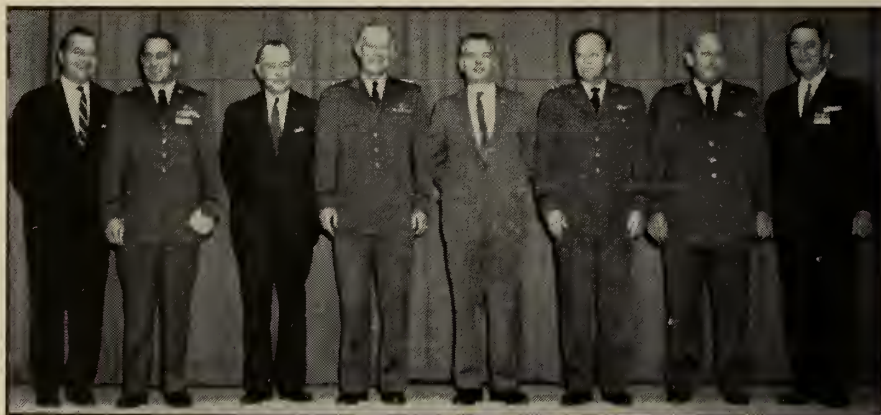
Gen. Curtis E. LeMay, vice c/s, USAF, stressing the importance of keeping the nation informed, said, "We must keep our case before the public in clear and convincing terms . . . In this respect our job is getting more difficult . . . Today, the public does not see and hear our planes in operation overhead; most of our aircraft are flying too high to be visible or audible to those on the ground . . . If they cannot see us, let's make sure they hear about us . . . You, as civic leaders in your communities, can be most effective in projecting the Air Force picture, in its proper perspective, to the American public. By encouraging you to assist us in earning and keeping public support which is so vital to our endeavors and performance, I do not advocate that you assume the role of *lobbyists*, or become a *pressure group* for the Air Force. I encourage only that, as members of the Air Force family,

you exercise your individual pride of membership, and your duty to tell about your Air Force."

Another principal speaker, Lt. Gen. Emmett O'Donnell, Jr., informed the seminar audience that the problem of keeping people in the service which has plagued the Air Force since WWII is being overcome. He declared, "This year we are beginning to get retention—in some areas very good retention—and in almost all areas better retention. Retention is up enough that we need no longer aim in desperation at bulk manpower . . . We can afford to pick and choose, to turn down those who can't handle the job the way we want it handled . . . In short, where you have heard us talk about *Retention* as the *Number One Problem*, we will in the future be talking about *Selective Retention* and *Quality Control*."

"Star" Packed Agenda

The agenda for the seminar included a powerful backup of speakers in behalf of the Air Force in addition to Generals White, LeMay and O'Donnell. Others who spoke before the group were: Lt. Gen. D. C. Strother, deputy c/s, operations; Lt. Gen. R. C. Wilson, deputy c/s, development; Lt. Gen. J. K. Gerhart, deputy c/s, plans and programs; Lt. Gen. M. J. Asensio, comptroller of the Air Force; Lt. Gen. S. S. Irvine, deputy c/s, material; Maj. Gen. W. P. Fisher, director of legislative liaison; and the seminar moderator, Maj. Gen. R. A. Grussendorf, ass't c/s for Reserve Forces.



Seminar guests included (l to r) Col. Ed Wilson, AFA; Brig Gen. F. M. Vidol, dep'y for AF Res. Affairs; Moj. Gen. W. H. Harrison, Jr., N.G.A.; Lt. Gen. W. E. Holl, ConAC Commander; B. W. Fridge, dep'y asst. sec'y, AF; Moj. Gen. R. A. Grussendorf, ass't c/s for Reserve Forces; Moj. Gen. W. P. Wilson, dep'y for ANGUS Affairs; and Col. J. W. Richardson, ROA.

Air Force Point of View

Viewpoints on policies affecting the Air Force and national defense. As key members of the Nation's aerospace arm, it is vitally important that all Air Reservists keep informed on current Air Force thinking.

On Lifting Man Into Space

How close we are to the propulsion hardware to put our first man into space or to send a probe to another planet has been indicated by the commander of the USAF ballistic missile program.

The hardware is the kind used for intermediate range and intercontinental ballistic missiles. Our present IRBM and ICBM booster engines," says Maj. Gen. Bernard A. Schriever, "possess the propulsive capacity required for important military and scientific space missions over the next ten years. The Atlas engines, for example, weigh less than a Cadillac, yet generate more than 6 million horsepower. The booster engine of the Thor missile, when combined with a second-stage rocket now available, can place a satellite in orbit with a respectable payload. A slightly modified Thor, plus a new high-energy fuel which is being perfected, can make possible the first unmanned reconnaissance of Mars and Venus.

"Similarly the ICBM Titan booster engine, when completed, can with the addition of high-energy second and third stages, place much greater weights into orbit. This same propulsive power could send a man-carrying vehicle on a circum-lunar flight—a journey around the Moon and back to Earth. Further in our future are the potentialities for thermonuclear propulsion and payloads of many tons.

On Keeping Spaceman Useful

The Air Force is fulfilling its responsibility to the American people "to gain and maintain air supremacy" up to any altitude. This is made strikingly evident in a most remarkable new issue of the Air University Quarterly.

The 152-page issue of the journal is devoted entirely to "The Human Factor In Space Travel." History, progress, problems and objectives of Air Force man-in-space projects are told by outstanding leaders in the fields of space medicine and space operations. (You can buy this issue for 50 cents from AU Book Department at Maxwell AFB, Alabama. It is Vol X No. 2)

Approximately 40 per cent of the budget for the Air Force's ARDC life-science research and development work can be considered in fairly direct support of its man-in-space objective, says

Brig. Gen. Don D. Flickinger, surgeon, and ass't dep'y cmdr, ARDC.

"Our primary objective," says General Flickinger, "is to develop a manned space system having decisive military advantages over any weapon system in our Air Force arsenal."

He lists three specific objectives:

- To establish a technical competence to launch and recover a manned space vehicle.
- To establish the functional usefulness of man in the space weapon system.
- To establish an over-all operational reliability of the manned space system which imposes no greater risks to the crew member than now exist in the operational use of first-line combat aircraft.

On the USAF Jupiter

Why should the Air Force operate the Army-developed Jupiter IRBM?

As an Air Force Reservist you should know the answer. It is: Because the Jupiter is a strategic bombing missile, and the Air Force provides the Nation's primary strategic retaliatory force.

To use strategic weapon systems effectively an armed force must have a global air reconnaissance system, global target acquisition and air intelligence systems, and global communications and air logistics. It must be able to control them centrally according to plan in an organized retaliatory campaign. This has long been an Air Force speciality, just as have been all aspects of military airpower planning, training and employment. This airpower speciality now is expanding into the realm of aerospace.

The Air Force's SM-75 and SM-78, its Thor and Jupiter strategic bombing missiles, are the result of the "multiple approach" in development. Both the Army and the Air Force were asked by the Department of Defense to develop IRBMs, with the hope that one or both Services would come up with a successful missile as soon as possible. Primary purpose of the Army effort was to work with the Navy in developing a sea-based IRBM. Both IRBM efforts succeeded as land-based missiles. And both are being readied for use by the Nation's specialist in employing strategic retaliatory force.



"As man plans his conquest of space he faces his most limiting conscious spatial confinement. While in thought and dream he envisions the stars bounded only by the dimension of time, he must embark upon his celestial excursions encased in a cramping capsule of natural environment, as close fitting and sustaining as the womb that gave him life on earth. Though he dreams of the boundless freedom of the heavens, if he is to travel there he must be capable of a most exacting, tedious, confining, and skillful performance if he is to survive.

"Space medicine, which is but an extension of aviation medicine, will ensure that all is done that can be done to promote the safety, efficiency, and comfort of those who orbit the earth or who may later escape the chains of gravity and soar into true space. The preventive medical aspects of aviation medicine and space medicine must encompass also the science of adaptive and protective medicine. Such efforts will cut across the scientific disciplines of astronautics, electronics, physics, chemistry, and all the life sciences."

Maj. Gen. Dan C. Ogle
Former Surgeon General
United States Air Force

On the occasion of the Tenth Anniversary of the Continental Air Command I congratulate all members of the Air National Guard and the Air Force Reserve. Your efforts have produced the most effective reserve air strength this country has ever had.

I send my sincere appreciation and best wishes for your continued success.

JAMES H. DOUGLAS
SECRETARY OF THE AIR FORCE

ConAC-the f

by Mr. J. J. Lichman, Director, Historical Services, ConAC



Lt. Gen. George E. Stratemeyer
December 1948—April 1949



Lt. Gen. Ennis C. Whitehead
April 1949—December 1950



Maj. Gen. Willis H. Hale
December 1950—January 1952



Lt. Gen. Leon W. Johnson
February 1952—December 1955



Lt. Gen. Charles B. Stone, III
December 1955—July 1957



Lt. Gen. William E. Hall
July 1957—Present

The Continental Air Command, with headquarters at Mitchel AFB, New York, came into being on December 1 1948 as a higher echelon superimposed upon the activities of the pre-existing Air Defense Command and Tactical Air Command. Bases and units that had previously been assigned to these latter, including the four numbered air forces (the First, Fourth, Tenth, and Fourteenth) of ADC and the two (the Ninth and Twelfth) of TAC, were reassigned to the command jurisdiction of Headquarters ConAC. Headquarters of both ADC and TAC were maintained within the new framework as planning and operational headquarters.

The principal motives for the founding of ConAC were the need for a stronger air defense and the desire to create a more effective Air Force Reserve.

The three primary mission areas of the new command were air defense of the U. S., tactical air support of the ground forces, and the Air Reserve Forces. In addition, ConAC was made responsible for a wide miscellany of tasks and functions whose execution was suited to the command's area or territorial system of organization.

In 1949, ADC became a "paper" organization and was supplanted by the Eastern and Western Air Defense Forces. In the following year, ConAC's six regional air forces were regrouped into four (First, Fourth, Tenth, and Fourteenth)

and the geographical boundaries of each were redrawn accordingly.

With the outbreak of the Korean War in June 1950, ConAC's Reserve mobilization mission was projected to a position of prime importance. It was a mission crucially important to Air Force operations both in the Far East and ZI. Under ConAC auspices, the 25 Air Force Reserve flying wings as well as 22 of the 27 AFNG wings, plus various other AFNG units, were mobilized. In addition, over 118,000 individual Reservists were processed, mainly by ConAC, into active military service. In all, 147,000 Air Force Reservists and 45,000 Air National Guardsmen were mobilized to augment USAF's active duty forces.

The impetus given tactical aviation by the Korean War led to the reestablishment of TAC as a major air command on December 1 1950, and the concomitant transfer to that command of ConAC's tactical and troop carrier units and bases. A month later, the Air Defense Command was revived and restored to major command status, leading in turn to the separation of air defense from the missions of ConAC and ending two years of intensive activity on the part of the command to create an effective air defense system for the U. S. Its accomplishments in that regard were noteworthy. As one historian observed, "it was ConAC which built the first air defense system in America's history."

The "reconstructed" Continental Air Command concerned itself with its Reserve Forces responsibilities and its score of minor missions and tasks, augmented in the years 1951-1953 by the following: USAF's collateral responsibilities for antisubmarine warfare, the conduct of special air missions, the providing of career testing services for the Air Force, the

The Tenth Anniversary of the activation of the Continental Air Command is a significant occasion. Over the years, ConAC has developed the reserve forces into a vital segment of national strength, fully compatible with the active forces they support.

Please convey to the members of Continental Air Command, to the Air Force Reserve, and to the Air National Guard, my sincere appreciation for their contributions to American airpower. I am confident that in the decades ahead, we will see still greater achievements in strength and readiness by these dedicated people.

GENERAL THOMAS D. WHITE
Chief of Staff, USAF

administration of Air Force personnel assigned to recruiting, the conduct of various officer procurement programs, the operation of the MARS program. These gains were offset in 1952 by the loss of the AFOTC mission to the Air University.

In 1951 ConAC was invested with the responsibility for training and equipping engineer aviation units to accomplish

In 1955, acting in accordance with The Chief of Staff's policy statement on January 4 of that year, ConAC gave increased emphasis to the development of combat-ready Reserve Forces units capable of employment and deployment on D-Day. In the following year, a similar degree of emphasis was placed upon qualifying individual Reservists for their D-Day assignments and upon aligning them with definite mobilization requirements. The so-called match-merge program was instituted. And an exhaustive review of the various individual training programs was conducted by ConAC's Individual Training Review Board (i.e., the Eaton Board) for the purpose of seeing how the programs might better be tailored to USAF's mobilization requirements.

At ConAC's suggestion, the Air Reserve Forces Functions Review Committee (i.e., the Stone Board) was formed in November 1956 to review and identify USAF functions and tasks which could be performed in peacetime by the Air Reserve Forces. OPERATION 16-TON, in which ConAC's Air Force Reserve troop carrier wings had airlifted approximately one million pounds of equipment to the Caribbean, had already provided a striking demonstration of the way in which Air Force Reserve transport capabilities could be exploited in peacetime. And an even more striking demonstration was to be provided by OPERATION SWIFT LIFT,

st decade



Air Force construction overseas, a responsibility which it discharged through the instrumentality of an Aviation Engineer Force, established at Wolters AFB, Texas, on April 1951. From that date to March 1956, when all engineer aviation units were returned to Army control, ConAC, operating through AEF, trained and equipped 57 engineer aviation units and deployed 33 overseas.

The main tasks to which ConAC set itself in 1951 were the rebuilding of the Air Force Reserve, the reconstituting and refining of its Reserve training structure, and the evolving of effective, realistic training programs. In October 1951, surveys were inaugurated to obtain an accurate inventory of Reservists in the U. S. In December 1951, the first four of a total of eight air reserve districts and the first five of an ultimate total of 20 specialist training centers were introduced into the Reserve structure. On July 1 1952, flying training was resumed in the Air Force Reserve program.

The establishment of ConAC's Air Reserve Records Center in November 1 1953 as a central repository for Reserve master personnel records marked a milestone in Reserve personnel administration. The center was responsible for the perfection of records and for various Reserve personnel functions.

The thoroughgoing reexamination and reevaluation of the Air Force Reserve program by the Reserve Program Review Board (i.e., the Johnson Board) in August 1953 had a number of important effects upon the Reserve program. One such effect was the establishment of the initial 50 air reserve centers on ConAC on April 1 1954. The centers represented the fusion in a single organization of the functions and responsibilities of the air reserve districts, the specialist training centers, and the volunteer air reserve training units.

inaugurated in April 1957. Over 4,000,000 cargo ton miles and over 13,000,000 passenger miles were flown during the period April 1957-June 1958.

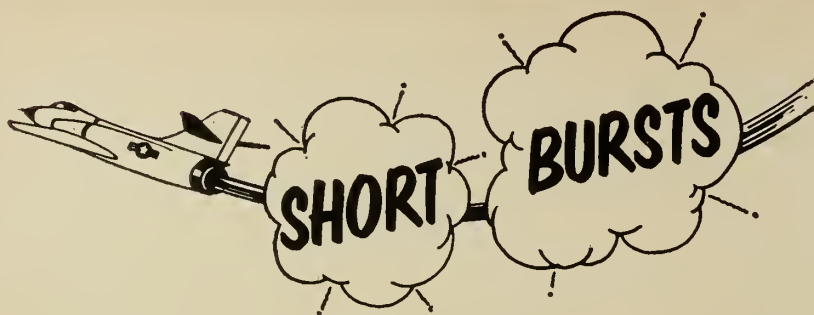
In June 1957, the way was cleared for ConAC to proceed with the implementation of a plan which it had long espoused—the Air Reserve Technician Plan. The plan was designed to improve the combat readiness of the Reserve flying wings by "providing each unit with a cadre force of highly skilled, permanent, stabilized personnel available for immediate

see DECADE page 14

Congratulations on a decade of achievement to all the men and women of Continental Air Command as you observe the tenth year of your activation.

Now, as in the past, patriotic Americans stand ready to defend the freedom which was bought so dearly, and which has been guarded by "citizen soldiers" through the pages of history. There is, however, in our time a significant difference in the term "ready". Members of the Air Reserve Forces today have reached a "readiness" peak, so that they can, when needed, instantly augment the active force with the high degree of proficiency required of all members of the Air Force.

MAJ. GEN. R. A. GRUSSENDORF,
Assistant Chief of Staff for
Reserve Forces, USAF.



PROJECT ALL-JET may prove to be the "coup de grace" for use of conventional aircraft in the training of USAF pilots. Being run by ATC since November 20 at Bainbridge AFB, Ga., they hope to determine the effectiveness of all jet primary training being taken by 38 student pilots in the Cessna-built T-37 jet trainer. Elimination of conventional training is expected to improve the overall proficiency of the finished jet pilot and reduce the time required to train him.

AVIATION EDUCATION for the youth of America is a goal of the Civil Air Patrol and The American Legion who are launching a jointly-sponsored program in this field. CAP, a veteran AF auxiliary in the sponsorship of Aviation Education Workshops, will have the assistance of the Legion which has declared its intent to support the future of civil and military aviation through an intensified youth education and information program. Preston J. Moore, Legion Nat'l Commander, urges Army, Navy and Air Force Reservists in the Legion to participate in CAP programs and thereby also earn Reserve retirement points.

B-52G WAS UNVEILED as the most powerful plane in the world—a global bomber that carries two "Hound Dog" guided missiles and several nuclear bombs. It made its maiden flight recently. The AF disclosed that the B-52G will enter SAC's inventory early next year. The "Hound Dog" supersonic missiles can be launched hundreds of miles from targets and are "all but impossible to stop", the AF said. The plane can carry enough fuel in its 185-foot wing to fly more than 8,000 miles.

ULTRA-SONIC F-106B Delta Dart is the tag given Air Defense Command's new two-place all-weather interceptor which made its debut at the recent USAF World-Wide Weapons Meet at Tyndall AFB, Fla. Capable of doing better than twice the speed of sound, the new craft is scheduled to enter ADC's service early in 1959.

Shorter Salvos —The Dec 6th issue of "Air Force Times" will feature a special section dedicated to ConAC in observance of its 10th anniversary... Big plans for National Resources Conference to be held in New Orleans, April 13-24...First powered flight of the X-15 is scheduled for February 1959 at Edwards AFB, Calif. Scott Crossfield, North American test pilot will be the first to fly it before AF's Capt. White takes over...For Airmen—if you're still wearing hashmarks on your sleeve rather than a Longevity ribbon on your chest, better make the change now (Auth: AFR 900-10, Par. 29)...Elastique has been approved by AF as an optional fabric for the blue shade 84 uniform.

■ MAIL BAG from page 2

is computed on the basis of the total number of active and inactive duty points earned, highest rank held during Reservist's military career, and basic pay schedule in effect at the time the application is processed.

Where can I receive information on my GI insurance benefits?

AKC

Bayside, N. Y.

Inquiries concerning NSLI and USGLI for former members of the Armed Forces should be directed to the Veterans Administration district office nearest your home. If you do not know the location of this office, you may address your inquiry to the: Veterans Administration District Office, P. O. Box 8079, Philadelphia 1, Penna.

I have just received a Statement of Credits AF Form 138a, for the year ending May 25, 1958, which gives me credit for only three (3) points for correspondence courses. During the year I completed a total of 75 hours, which would give me 25 points.

SM

Los Angeles, Calif.

Credit for participation through Extension Courses may be given only upon receipt of the Certificate of Completion ECI Form 26, from the Reservist. Whenever you receive a Certificate of Completion from ECI for completion of a volume or part of a multiple-volume course forward the duplicate copy to Commander, ARRC, Denver 5, Colo., Attn: GGTR-2 and the points will be entered on your Personnel Record Card, AF Form 190. Points will be credited as of the date of completion shown on the Certificate, which is date your completed material to the Institute was postmarked.

CORRECTION

(Inadvertantly, a question asked by "BBM Roslyn, NY" in last month's issue of The Air Reservist was not completely answered. Following is the complete question and answer:)

I am an airman in the AFRes and my enlistment will expire December 15, 1958. When can I expect to receive a copy of discharge orders and discharge certificate and what will be my effective date of discharge?

Effective date of discharge will be the date enlistment expired regardless of the date the orders are published announcing your discharge. You will receive a copy of orders and discharge certificate approximately 45 days after the date your enlistment expires.

No, not on fire—
just a black-powder charge
used to start engines

From Fighters to Spectators

The Kentucky Air National Guard has a new task: Now it will fly in unarmed planes and become the military's eyes.

by Harry Shaw, Courier-Journal Staff Writer

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Louisville Ky. Courier-Journal)

In a manner of speaking, the Kentucky Air National Guard's birds-of-prey are turning into a flock of ducks-on-a-lake—fleet, high-flying, but ducks nevertheless.

By Christmas at least, the part-time warriors will have been converted from fighter pilots to reconnaissance pilots, and their jet fighter aircraft (F-86's) will have been replaced by B-57 jet bombers. Where their training once was how to destroy the enemy in and from the air, now it will be how to take aerial photographs. Instead of being armed to the teeth, their aircraft now will carry only a special camera.

The reason for all this is the 123d Fighter Interceptor Wing, of which the Kentucky Air Guard is the major part, has been given a new mission and a new designation. Henceforth, it will be the 123d Tactical Reconnaissance Wing. The transition has been under way for several months.

Headquarters and most of the support groups of the wing are in Louisville. One reconnaissance squadron, the 165th, is here. The reconnaissance squadrons are the 165th, the 154th, and some support personnel are at Little Rock, Ark. Among the support personnel is the highly trained 123d Reconnaissance Technical Squadron which processes and interprets films made by the reconnaissance pilots. A third reconnaissance squadron, the 195th, is at Van Nuys, Cal. The commander of the wing is Louisville's Brig. Gen. Philip Ardery.

The mission of the wing, briefly, is to act as the eyes of the military forces. It will check both by visual observation and by photographs on enemy and friendly forces, for the Army, Navy and Air Force. It will act as an artillery observer, helping to adjust artillery and naval gunfire. It will direct fighter-bomber attacks on the enemy wherever it finds a vulnerable spot.

"We're delighted with this new mission," General Ardery said. "This way we can stay in business longer, and we're anxious to stay in business."

Ardery explained that the fighter-interceptor missions for manned aircraft are becoming more scarce as guided missiles are developed and put into action. But, he said, the need for reconnaissance will continue for a long time.

Big Investment

Adding to the probability of a long life for the Kentucky Air National Guard is the investment the Government has in the Guard's new installation at Standiford Field here. When one building, soon to be built, is added, the airbase facilities will be worth about \$5,300,000. With all equipment and aircraft, the investment Uncle Sam has here will go to about \$27,250,000.

Incidentally, the Air Guard operation turns loose a considerable chunk of money in the Louisville area through its payrolls. Its base-detachment payroll, for full-time workers who maintain the aircraft and the facilities of the base, is \$880,000 a year. Its military payroll is \$450,000. That adds to \$1,330,000.

The job of making the transition from the fighter-interceptor job to reconnais-

sance in bombers is an involved one, according to Col. Verne Yahne, commander of the 123d Tactical Reconnaissance Group. For pilots it is a matter of many hours of learning to handle a twin-engine aircraft instead of the single-engine jets they had been flying. The check-out, necessary before a pilot is rated as qualified, is strict.

Though the B-57, as a bomber, normally carries two men—pilot and navigator—the aircraft as a reconnaissance plane carries only one, who pilots, photographs, navigates and puts out the cat at night. This is one reason why his training and check-out is so strict.

For some support groups, particularly, the one involved in maintenance of the craft, it means a lot of extra training, too. But the mechanics and other personnel who care for the aircraft said they like the B-57's better.

The chore of supporting the aircraft and the men who fly them is considerable. Wing officers did a bit of figuring recently at the Air Guard's summer training session at Gulfport, Miss., and came up with an average of 35 personnel behind the operation of each aircraft—including mechanics, other technicians, supply men, cooks, air policemen, fire fighters, medical personnel.

The number of bombers the Air Guard operates here is relatively small—16 authorized in the 165th squadron. There also are two transport aircraft.

The B-57's are looked upon with considerable pleasure by the pilots who are

see SPECTATORS page 14



It takes all these people to keep a B-57 in the air. There are 36 of 'em from pilots to cooks, from communications to medics.



FLAMINGOS TO ALASKA—The Miami, Fla. 76th Troop Carrier Group (435th TCW) made several arctic indoctrination flights in October and November. Capt. J. T. Patterson, a PAA pilot in civilian life, commanded the first flight, with Capt. F. Nickel, a charter fishing boat captain, as co-pilot. By the end of March, all crews of the 76th will have visited Alaska on the seven-day indoctrination flights designed to keep the citizen-airman prepared and ready.

GOVERNOR'S DAY—The 111th Ftr Gp, Pennsylvania AFNG, based at Philadelphia International Airport, marked their annual Governor's Day celebration with open house activities, a review, and an impressive awards ceremony. Maj. Gen. A. J. Drexel Biddle, adj. gen. of Penn., represented Gov. Leader and, after citing the group progress, made the presentations of the first combat-ready crew award to pilot Capt. Robert P. Donovan and radar observer Lt. Theodore G. Balpin; NCO of the year, M/Sgt. W. B. Eppright; and airman of the year, A/1c F. W. Redheffer. Col. Edgar R. Owen, air reserve group commander, led the distinguished guests through a tour of the flight line to view the F-94C *Starfire* jet planes.

OREGON GOVERNOR CITES 4AF—Gov. Robert D. Holmes, Oregon, in a letter of appreciation to Maj. Gen. Sory Smith, 4AF commander, cited the outstanding rescue work performed through the 4AF Search and Rescue Coordination Center in his state. SAR, working with local, state and federal search agencies, serves as the nerve center of all search missions in the eight Western states. Coordination Center is commanded by Maj. Clarence W. Brown.

MEDICAL RESERVE CONFERENCE—Medical officers from USAF Reserve hospitals throughout the country visited the annual Medical Reserve Conference held by 10AF at the Touro Training Center, New Orleans, La., late in October. Principal speakers at the conference included Col. Paul Goodwin, special ass't for Reserve affairs, Office of the Surgeon General, USAF; Col. Arthur H. Corliss, ConAC surgeon; and Col. N. Robert Drummond, 10AF surgeon.

I.S.O. FLIGHT SEMINAR—Information Services Flight B, 9987th ARsq, held its first annual ISO Seminar recently at the Miami, Fla. AResC. Maj. William H. Ronald, advertising exec with the Miami Herald, who served as moderator, headed a distinguished array of speakers in public relations and associated fields. Col. Varley P. Young is the ISO flight commander and Lt. Col. E. L. Smith commands the center.

19 WIN EAGLES—A board at the Air Reserve Records Center selected 19-non-active duty Reserve officers for promotion to full colonel, with effective date of Nov. 3, 1958. The new Reserve colonels were promoted under the "unit vacancy" provisions of AFR 45-50. Unit vacancy promotions are separate from overall vacancy advancements.

KID'S DAY IN BIG WAY—Cincinnati's 2686th AResC and assigned Reserve units made over 10,000 kids joyously happy when they—together with local Kawanis Clubs—sponsored a gala Kids Day at the local airport. Thrilling the youngsters were professional parachutists; fly-over by F-84s from the Ohio AFNG and C-199s of the 332d TCW (Res) of Clinton County AFB; and tours through the aircraft on the ground.



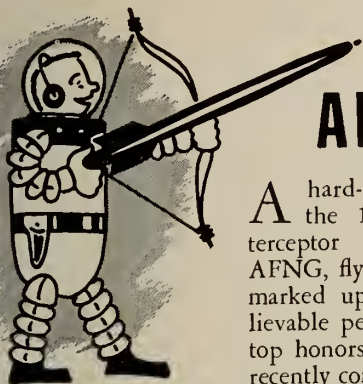
SHORT HOPS—The Distinguished Flying Cross was awarded posthumously to Capt. John T. Ferrier, "slot man" for the Colorado Air Nat'l Guard "Minute Men," killed during an air show in June. Disregarding instructions to jump, he flew his crippled jet into an open field rather than let it crash in a heavy residential area . . . Col. Harold Todd, ConAC c/s, attending the recent AF Affairs (ROA) meeting in Colorado Springs, was pleasantly surprised when called forward to receive ROA's National Distinguished Service Citation for his support and contribution to the Air Force Reserve.

New deputy comdr for ARRC in Denver is Col. Andrew J. Bine, WWII decorated combat fighter pilot . . . Five members of the 301st Air Rescue Sq (Res) of Miami, Fla—and Capt. C. A. Riley, 2586th ARFC comdr—participated in their first overseas navigation flight to Albrook AFB, Canal Zone. Flights are now scheduled twice monthly to the Canal Zone, Puerto Rico, or Bermuda . . . Lt. Col. Joseph P. W. Arnold of Denver, Col., brother of the late Gen. H. "Hap" Arnold, wartime AF chief of staff, was sworn into the AFRes at the ARRC. A veteran of 20 years active service, Col. Arnold spent his last three years with the Colorado AFNG.

S/Sgt. Marvin G. Shackelford of the 155th Tac Recon Sq, Tenn. AFNG, Memphis, won a \$1,000 first prize when he captured the first annual water ski marathon, skiing for 23 hours and 10 minutes *on one ski* . . . Col. Charles M. Opeil has assumed duties as assistant for Reserve Affairs, 14AF, Robins AFB . . . T/Sgt. Joseph L. Peschel, air technician with the 174th Tac Recon Sq, Sioux City, Iowa, has been designated a distinguished graduate of the NCO Academy conducted by MATS at Orlando, Fla.

Cpts. William C. and Ruth C. Terry were the first husband-wife Reserve team to serve on a 15-day tour at the 2679th AResC, Albuquerque, N. M. . . . Miss Katherine Glantzberg became Airman Basic Glantzberg when she was sworn in to the AFRes by her father, Maj. Gen. Frederic E. Glantzberg, MATS vice commander, and was assigned to the 73d Trp Carr Sq, Scott AFB, Ill.

Col. V. S. Smith, comdr, 2484th ARTWg, Dallas, Texas, carried home all three 10AF mission performance awards from the quarterly ARTWg commander's conference at Selfridge AFB. The Ft. Worth AResC, the 13th AACs Sq, and his own training wing, all under his command, won golden scrolls. . . . Maj. Edward Charles, 9595th ARSq, Mitchell, Ind., was awarded the Pasteur medal.



AFNGs 'Six for Six' Sets Weapons Mark

A hard-hitting team from the 125th Fighter Interceptor Group, Florida AFNG, flying F-86 *Sabrejets*, marked up an almost unbelievable perfect score to take top honors in its class at the recently completed interceptor

phase of the sixth annual USAF World Wide Fighter Weapons Meet at Tyndall AFB, Fla., dubbed *Operation William Tell*.

Col. Robert Dawson, team captain and a 14AF senior air adviser, drove a burst of twenty-four 2.75 inch "Mighty Mouse" rockets into a 600-plus-mile-per-hour *Firebee* jet drone on the final day of the meet to clinch top honors for the Florida Air Guard, racking up a total perfect score of 40,800 points. That shot was Col. Dawson's sixth pass and his sixth "kill," the best record of the meet.

This was the first time that an Air National Guard team has achieved top score in the USAF Weapons Meet, although on several occasions they have come close in both the day fighter class at Nellis AFB and the all-weather contest at Yuma AFB. It also was the first time that a perfect score has been shot since the Weapons Meet was inaugurated in 1949.

The Guardsmen's closest rival was the 526th F-I team from Germany, only 200 points under a perfect score. Third was ADC's 322d F-I Sq.

Maj. Gen. Winston P. Wilson, deputy chief of the NGB in Washington, on hand to watch the meet and congratulate the winners, declared that it was "the most fantastic thing that ever happened to the Guard."

Besides Col. Dawson, the 125th team consisted of Lt.

Col. Leon Moore, group commander, Maj. John Taylor and Capt. Robert Southwell.

After receiving their trophies at a ceremony following the meet, the winning team voiced high praise and much credit for their victory to the unseen members of the group who sat hunched and tense over ground radar scopes to direct them into perfect firing position, as well as the ground maintenance crews who toiled long hours keeping the planes and the intricate aiming and firing systems in perfect condition.

The 125th, based at Jacksonville, Fla. had been standing 14 hours per day on air defense alert duty and last October was placed on a full 24-hour combat status.

In presenting the awards, Lt. Gen. Dean Strother, deputy chief of staff for operations, representing Gen. Thomas White, USAF c/s, declared that the meet proved to be "the most genuine test of area defense and air defense weapons ever conceived outside of actual combat."



Winning team receives congratulations. L to r: Maj. Gen. Wilson; Maj. Gen. Mark Lance, adj. gen. Florida; Lt. Col. Moore, Maj. Taylor, Col. Dawson, team members; Maj. Gen. John Persons, 14AF cmdr.

CAP Joins ConAC

As the *Air Reservist* went to press, USAF announced the reassignment of Hq Civil Air Patrol, Washington, DC, to the Continental Air Command for administration and operational control. The transfer will become effective January 1, 1959. A relocation of CAP offices from Washington, DC is not under consideration at this time. Civil Air Patrol units will continue to report to Civil Air Patrol headquarters in Washington as they have in the past.

The transfer is being made to strengthen the Air Force-Civil Air Patrol activities. The Continental Air Command was chosen as the command for the direction of Civil Air Patrol activities because of its geographic spread of responsibilities, access to Reserve officers, and responsibilities for Search and Rescue operations and coordinating USAF activities with Civil Defense in the event of emergencies.

In enumerating some of the reasons for reassignment, officials pointed out that Air Rescue and Disaster Relief is one of Civil Air Patrol's major missions and Continental Air Command is the Air Force agent for the implementation

of the National Search and Rescue plan. In addition CAP has over 11,000 radio stations (mobile, airborne and fixed or stationary) throughout the United States which may be utilized by the Air Force or the nation in the event of a national emergency or disaster. With the realignment, Continental Air Command Reservists can be utilized more effectively to assist CAP in its training program.

Reservists in "White Cloud"

Elements of five Reserve Troop Carrier Wings, known as Air Division, Reserve, Provisional, participated in Exercise *White Cloud*, a joint Army-Air Force maneuver held in the vicinity of Fort Bragg, N. C.

The Reservists, flying C-119 *Flying Boxcars*, flew a total of 26 sorties, para-dropped six personnel, airlanded 10 more, airdropped 144 tons of heavy equipment and airlanded 45 tons more—a total of 189 tons.

Wings involved were the 442d of Richards-Gebaur AFB, Mo.; the 446th of Ellington AFB, Tex.; the 403d of Selfridge AFB, Mich.; and the 440th of General Mitchell Field, Wisc. Personnel included aircrews and support airmen.

DOD Reserve Awards

An enthusiastic audience of more than 25,000 witnessed the presentation of the Department of Defense Reserve Award to the University of Tennessee on October 25. Scene of the ceremonies was Shields-Watkins Stadium, Knoxville, Tennessee just before the Tennessee-Florida State game.

The colorful ceremonies were highlighted with the participation of the "Pride of the Southland" Band and marching cadets from both the Air Force and Army ROTC units of the university.



DOD Award was presented on behalf of Sec'y of Defense to Mr. James T. Hess, sec'y, board of trustees, U. of Tenn. Presentation was made by Col. James R. Williams, dep'y comdr, 14th AF. An honor guard of Reserve components was formed by Col. Paul Goddard, USAR; Col. F. J. Chandler, AFRes; Comdr. Glenn Hill, USNR and Maj. C. Deon, USMCR.

Recipients of other DOD Reserve Awards since last issue were: **San Francisco Chronicle**, sponsored by 2479th ARTWg, San Francisco, Calif.; **California Electric Power Co.**, sponsored by 2646 AResC, Mira Loma, Calif.; **County Board of Public Instruction**, sponsored by 9889th ARSq, Tallahassee, Florida.

Commissions for Airmen, Civilians

Commissions as second lieutenants will be offered to a limited number of college graduates next year under a new program. Selected EAD and non-EAD airmen and civilians with degrees from accredited colleges or universities will be considered.

Although AFROTC will continue to be the AF's major source of quality officers, the new Officer Training School Program will be used to fill specialized shortages and furnish needed officers to meet requirements on short notice.

Accepted applicants must complete a three month training course at Lackland AFB, Texas. The first students begin training in November 1959. Upon completion of the course they will be commissioned second lieutenants, AFRes.

Applications will not be accepted prior to April 1, 1959. Airmen, whether EAD or non-EAD, should apply through their respective AF channels. Civilians should apply through AF Recruiting Offices.

The newly commissioned Reserve officers will have a three year active duty commitment. Upon completion of basic training they will be assigned direct to duty or to specialized training courses, to fill shortages which exist chiefly in the *engineering, weather, and navigator* fields.

Applicants must be male U.S. citizens between 20½ and 27½ years of age at the time of application. There is no restriction on marital status.

■ DECADE from page 9

mobilization." In the same month, a ConAC plan of an entirely different order and character, its Inland Search and Rescue Plan, was unfurled, the direct consequence of ConAC's having been designated in September 1956 as the Air Force's executive agent for coordinating search and rescue activities in the continental U. S.

In November 1957, Air Force economy moves forced a reduction in the number of ConAC's Reserve flying wings from 24 to 15. Economy factors were also responsible for the discontinuance of Headquarters, First Air Force, in June 1958 and for the elimination of 11 air reserve training centers in July.

To ease span-of-control problems for ConAC's three remaining air forces (the Fourth, Tenth, and Fourteenth) and to provide more effective supervision of individual training, sixteen air reserve training wings were organized in July 1958 as an echelon intermediate between the numbered air force headquarters and the air reserve centers.

As the 10th anniversary of the founding of ConAC approached, its officers, airmen, and civilians, as well as the many thousands of its alumni, could view with pride the command's 10-year record of achievement and the many varied and significant contributions made under its able and dedicated leaders to Air Force operations and to national defense. Perhaps most remarkable of all was the command's achievement in developing within the relatively brief span of a decade Air Reserve Forces capable of effective employment on D-Day. And if any affirmation were needed, it could be found in the words of President Eisenhower who said on 8 October 1957: "We have today arrived at the point where the Reserves are becoming better trained, better equipped, and more immediately prepared to perform urgent missions than ever before in the Nation's military history." 

■ SPECTATORS from page 11

going to have to take them into dangerous territory without any means of fighting back at the enemy. It is said to be capable of outmaneuvering any enemy aircraft. Though some of its reconnaissance work—artillery observation and directing fighter-bomber attacks—will be done at around 15,000 feet, it is capable of working, with its camera, at 50,000 feet. Its cruising speed is 425 miles per hour. It is capable of flying 3,000 miles at high altitude without refueling.

"While it may sound a trifle cold-blooded to send a pilot in a B-57 over enemy territory without even a cap pistol to defend himself, the idea is a sound one to military men," General Ardery said.

"Without armament on the aircraft, we can be sure the pilot will bring home information, not tarry to fight and possibly be destroyed," he said.

The mission calls for a lone-wolf type of operation, one aircraft moving very fast just once over the territory to be observed. If the pilot doesn't get what he wants on that first pass, he heads for home—no repeats. They could be fatal. 

Business & Industry Month

The next of ConAC's Programmed Months—Business & Industry Month—is set for February 1959. Efforts during that month will be directed toward gaining more and stronger support from business and industry for the Air Force Reserve program. Special material will be distributed to all units by ConAC prior to the launching of the campaign.

AF Legislation: The 86th Congress will have much important AF legislation to consider, according to Maj. Gen. William P. Fisher, USAF director of legislative liaison. Some of the items aimed at improving the attractiveness of military service include: *Career Management Bill* designed to carry out some of the Cordiner Committee recommendations which propose a new "quality control" system and provides for the early mandatory retirement of some and the limited accelerated permanent promotion of others; *Special Pay* for military personnel assigned to remote and isolated duty stations; *Quarters Allowance increase* of 28 per cent and an annual adjustment of the allowance geared to the National Index; *Term Retention Contracts* which could provide Reserve officers a variable active duty renewable contract of from one to six years. It would also provide readjustment pay equal to Regular officers; and *ROPA amendments*.

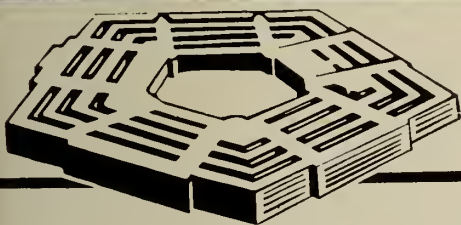
☆ ☆ ☆

Reserve Unit Advisors: That's the new designation for former Liaison NCOs under AFR 45-19, 24 Sep 58. The reg also changes manning requirements of Reserve squadrons from 50 to 100, with a ceiling of 200, and redesignates flights as detachments.

Retirement For Reservists: Reservists who did not perform active duty during WWI or WWII, but did during the Korean conflict and were members of the Reserve component on or before Aug 15, 1945 are now eligible for retirement benefits under Public Law 85-704, 21 Aug 58.

☆ ☆ ☆

Captain Promotions Due: Reserve first lieutenants not on EAD, except ISLRS, with promotion service date of December 31, 1956, or earlier, will be considered for promotion to captain on January 5, 1959 at ARRC. First lieutenants on EAD with a PSD of December 31, 1956 will be considered by a board which will convene at USAF on January 19, 1959. Section 8326 (f) Title 10, U. S. Code (formerly Sec 203-E of ROPA) says officers eligible for promotion may send a letter to the president of the selection board containing any information they desire the board to consider in their behalf. Non-EAD Reserve lieutenants should address their "8326(f)" letters to the President, Air Force Reserve Selection Board, Air Reserve Records Center, 3800 York St., Denver 5, Colorado. They should arrive NLT December 15, 1958. Approximately 20,000 to be considered this go-round.



Pentagraphs

NGB Clarifies VFR Flights: Conditions under which AFNG jet pilots may fly under visual flight rules (VFR) have been set forth by the NGB. These instructions summarize directives voluntarily imposed by the USAF and AFNG earlier this year. AFNG jet pilots operating from or to their home base may fly under VFR conditions if they climb directly to an altitude of 20,000 feet or higher—above commercial airline altitudes—or at lower altitudes off established airways. Authorization for VFR flights off airways also applies to propeller-driven aircraft, which operate below 20,000 feet. However, both will continue to fly under instrument flight rules (IFR) on airways below 20,000 feet.

☆ ☆ ☆

AFNG Notes: An Air National Guard board will meet Dec 8 to consider officers nominated in the states for the grades of brigadier and major general. Officers will be recommended to fill unit vacancy positions and for adjutant general and assistant AG jobs . . . A recent mission change from air defense to tactical fighter saw four Air Guard wings made available to the Tactical Air Command in the event of mobilization. The newly redesignated tactical fighter wings are the 102d, Boston, Mass.; 107th, Niagara Falls, N. Y.; 113th, Washington, D. C.; and 146th, Van Nuys, Calif. Although a mobilization call would find 12 AFNG wings with ADC and 12 with TAC, Air Defense Command will continue to have first call on 20 of the AFNG wings in the event the U. S. is attacked. The mission change will necessitate air crew re-training to air-to-ground rocketry, ground strafing and tactical bombing.

Reservist VA Benefits: Reservists, both officer and airmen, are now entitled to a privilege formerly available only to Regulars and Reservists retired for disability. Reservists who qualify for retirement pay and who are eligible to receive a pension or compensation from the Veterans Administration may collect the VA money and waive a like amount of retired pay. Under Public Law 85-376, 11 Apr 58, the total pay will not be increased, but will reduce taxable income, since these VA payments are non-taxable.

☆ ☆ ☆

Mandatory Retirement For Regular Airmen: In a new change to AFM 39-9 Regular airmen who have 30 years active Federal service, or who are 55 years old and have over 20 years service, will not be permitted to reenlist, or extend their enlistments. Airmen 49 years of age with more than 14 years active service, but less than 20 years, will be reenlisted on a "phase-out" basis to coincide with the age limit factor and completion of 20-year service, whichever is first. Waivers only in most unusual circumstances. The new policy is designed to permit younger airmen to move up.

☆ ☆ ☆

New Air Agency: A new Federal Aviation Agency with authority to control military and civil air traffic to cut down the hazard of air collisions in the jet age, has as its first administrator, Lt. Gen. Elwood R. Quesada. The AF general resigned his commission in order to accept the post which cannot be held by a military officer. The new FAA absorbs the functions of the old Civil Aeronautics Administration.

DEPARTMENT OF THE AIR FORCE
THE AIR RESERVIST
AIR RESERVE RECORDS CENTER
DENVER 5, COLORADO

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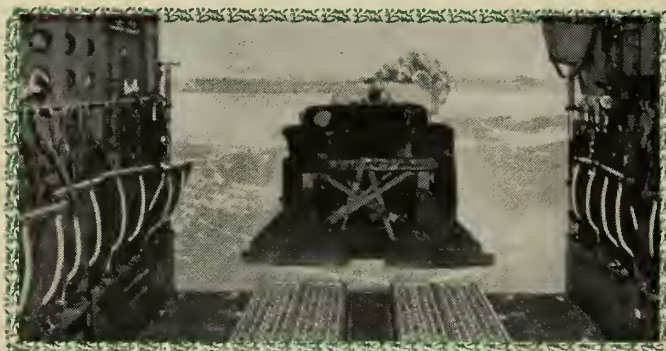
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USAF Periodical 30—1
No. 30H 12-58, 365,353

RESERVE



CAMERA



Teamed up with the Marine Corps Reserve, the 349th TCW (Res) of Hamilton AFB, California airdrops a jeep to the 1st Air Delivery Company during special joint maneuvers held at Fort Ord, Calif.



Maj. Gen. A. J. Drexel Biddle, adj. gen. of Penno. (left) presents trophies to Capt. Donovan (l to r) Lt. Bolosin, M/Sgt. Eppright, and Airman Redheffer, all 111th Ftr Gp (See Cross Country Page 12).



Previewing a Steve Canyon TV film in Houston, Texas are (l to r) Col. R. T. Nichols, 2485th ARTWg cmdr; Lt. Col. Joe Strickland, AResC cmdr, Col. Leonard Farber, gp cmdr, plus (naturally!) beautiful Nancy O'Neal.



ConAC's Air Intelligence Training Bulletin celebrates its own tenth birthday in January. Here's a sneak preview of the cover which will appear on the next issue.



Presenting Bill Austin, AFROTC cadet col. and captain and tailback of Rutgers grid team. Last year, he was second in offense in the nation with 1,425 yards. All-American?

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THE AIR
Reservist



JANUARY 1959



Queen For A Day
YEAR

THE LIBRARY OF THE

JAN 23 1959

UNIVERSITY OF ILLINOIS



I received a Master's Degree in Electrical Engineering in August 1958. How do I get this information put into my Master Personnel Record?

GC

Los Angeles, Calif.

Direct correspondence to CG CS-3, Air Reserve Records Center, 3800 York Street, Denver 5, Colorado, enclosing either a transcript of your college work or a photo copy of your diploma. The enclosure will be placed in your Military Personnel Record. Also action will be taken to post the change to your Officer Military Record (AF Form 11) and Air Force Reserve Orders will be published reflecting the change in your educational level.

Are specified time delays for recall to active military service, in the event of war or national emergency authorized for Air Force Reservists?

COG

Lake Charles, La.

Reservists who are not immediately available for active service are designated
see MAIL BAG page 10

THE AIR Reservist

VOL. XI-NO. 1 JAN. 1959

AIR FORCE RESERVE AIR NATIONAL GUARD
CIVIL AIR PATROL

Lt. Gen. William E. Hall
Commander, Continental Air Command

Col. Blake C. Miller
Chief, Office of Info. Svs., ConAC

EDITOR

Lt. Col. Joseph H. Friedmann

ASSOCIATE EDITOR

Fred E. Giachino

STAFF WRITERS

T. Sgt. Earl C. Nelson and Earl E. Lane

The Air Reservist is an official publication of Continental Air Command approved by the Secretary of the Air Force, in accordance with Public Law 476, Section 259, 82nd Congress. This law directs the dissemination of complete and up-to-date information of interest to the Air Reserve Forces.

Editorial Office: The AIR RESERVIST
OIS, Hq ConAC, Mitchel AFB, NY

The Material contained in The Air Reservist is listed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by the Secretary of the Air Force and the Director of the Bureau of the Budget 23 July 1958.

Reserve Awards Out

The Department of Defense Reserve Award—established three years ago to give DOD recognition to employers for outstanding support and cooperation of the Reserve Program—is being phased out.

In ordering the DOD Award to business and industry terminated, the Defense Department stated that "... it had adequately served its purpose, and its discontinuance should not be interpreted to indicate that any less interest or attention will be devoted to promoting the objectives of the Reserve program and the encouragement of employers' support..."

Nominations for the DOD Award received at the Pentagon prior to Dec. 31, 1958, have been processed. However, all applications received subsequent to Dec. 31, '58, will be returned without action.

Since its inception in February 1956, some 650 DOD Reserve Awards have been made to employers throughout the nation. Approximately one quarter of these have been initiated by Air Force Reservists; the balance, by the other Armed Services.

Pine Cone II

Air Reserve Forces and Tactical Air Command will team-up with the U. S. Continental Army in a joint field training exercise in the vicinity of Fort Bragg, N. C., during the latter part of May or early June. The Air Reserve Forces' phase of the maneuvers, called Exercise "Pine Cone II," will see the Air National Guard in the role of a tactical air force, while the Air Reserve will perform as a troop carrier force.

ConAC will furnish 150 C-119 aircraft and troop carrier qualified crews to provide air logistics. The Air Guard will furnish 18 F-84Fs for close support operations, 18 RF-84Fs for visual and photo-reconnaissance operations, 8 SA-16s for aerial resupply operations, elements of a TAC control group, and elements of a communication group.

Promotions to Major

Approximately 3,000 AFRes captains *not on extended active duty* (except those assigned to the Inactive Status List Reserve Section), with a promotion service date of 30 June 53 or earlier, will be considered for promotion to major by a selection board convening at the Air Reserve Records Center from Feb. 24 to 27. Eligible Reserve officers are encouraged to submit a letter to the president of the board containing any information they desire the board to consider in their behalf. Letters should be addressed to the President, Air Force Reserve Selection Board, ARRC, 3800 York St., Denver 5, Colo. The letters should be mailed so as to arrive at the Center not later than Feb. 23rd.

Business Month Extended

After a "breather" during January, ConAC resumes its *programmed month* projects. Originally scheduled for February only, the campaign for greater Business and Industry cooperation has been extended through March 31. Special motivation material for the two months' emphasis on Business and Industry is being distributed direct to all ConAC units and to management in key industries and businesses throughout the country. This national plan, however, is aimed at "softening" the target for the very necessary follow through from the local level. The ultimate success of this program depends upon the wholehearted support of every member of the Air Force Reserve.

COVER: Selected in Hollywood from an audience of 900 California Air Force Reserve wives as "Queen for a Day," Mrs. Helen Bruenig, wife of S/Sgt Edwin A. Bruenig, will reign throughout Conac's 10th Anniversary year. See page 5 for photos and story.

THE FUTURE OF THE AIR RESERVE FORCES"

Numerous changes and revisions of policy affecting the composition of Air Reserve Forces during recent years have inspired a good many people to scratch their heads in perplexity. The reasons for many of the refinements which have occurred since Korea are obvious enough. The progressive and steady introduction of new aircraft, for example, is a logical process which is readily understood, and the requirement for new skills to support these aircraft follows as a natural development.

In the same period, however, we have witnessed a number of other direct modifications affecting thousands of Reservists personally, and the reasons for some of these may not be so generally apparent.

In addition, every public statement on national military policy emphasizes the fact that any war of the future must be fought with the capability we actually have in-being on the day that hostilities begin; there will be no time for the classic strategy of "hold, build up, exploit" which has served us so well in the past. I am aware that this well-publicized fact coupled with certain so-called "austerity" measures affecting the Reserve Forces has inspired puzzlement among some individuals. The obvious question arises, "Where does this leave the Reserves?"—followed by the even more important query, "Where do we go from here?" Speculation on the future can be a pretty risky business. The only thing we know for certain about the future is that it is the product of the present. What we do today will determine the nature of our environment tomorrow, and I can assure you that the Reserve Forces play an important part in what Headquarters, USAF, is doing in the interest of our national security for the future.

New Forces

As civilization pursues its rather uncertain course, new forces make their appearance from time to time which exercise a profound influence on human experience. Of these great forces which determine the course of history, none has ever exploded with more violent impact on society than airpower, and the host of weapons, concepts, and challenges associated with airpower.

In the space of fifty-odd years the airplane—and the refinements stemming from and inspired by the airplane—have wielded a greater influence on the socio-political development of civilization than all the accomplishments of several previous generations of human progress.

The application of airpower capability to the over-all military requirement is a complicated, exacting procedure which must take into consideration every conceivable circumstance bearing on the objective. It comprises a continuous process of distillation of all available experience, in which every factor is evaluated and balanced to provide the best possible arrangement of airpower assets in the framework of the budget provided.

In no sense can it be said that national security is sub-



Maj. Gen. Richard A. Grussendorf
Assistant Chief of Staff
For Reserve Forces, USAF

ordinate to dollar economy, but fiscal limitations provide a restrictive frame of reference which imposes the necessity for critical examination of the role played by each contributing fragment, whether it be a weapon system, an item of hardware, or a concept as to how something is to be done and by whom.

This discipline of qualitative selectivity dictates the configuration of the finished product—airpower capability. It is a demanding code under which seemingly worthwhile programs and ideas must sometimes be rejected, abandoned in mid-stream, or modified in favor of a better balance in the ultimate composition.

The Discriminating Look

Thus the B-36 was put out to pasture without ever flying a mission in earnest. The Navaho missile program was scrapped—among others—not because of any intrinsic deficiency, but simply because it is impossible to have everything. Similarly, the active Air Force is at the present time undergoing a reduction in personnel strength which is expected eventually to enhance rather than impair operational capability.

The Air Reserve Forces, as a component part of total airpower, are subject to the discriminating scrutiny of the evaluation and balance process along with every other factor which goes to make up the whole. Changes in policies, missions, training and personnel requirements are the result of modifications of the Reserve position in the parent structure. The never-ending pattern of change must endure as part of the picture so long as technology continues to produce the things that enable us to stay ahead.

Thus any attempt to predict the future beyond the bounds of a rather small, immediate circle is purely speculative. The future depends entirely on what answers come up for the perennial question, "How can the Reserve Forces contribute more effectively to the Air Force mission?"

Under this same general heading we are also looking for answers in more specific avenues.

"Can Reserve airlift capability be used to assume part of the MATS load on over-water routes?"

"What are the possibilities of expanding Swiftlift in domestic air logistic service?"

"How can the tactical air capability of the Guard be exploited more fully?"

"What about using Reserve personnel to provide primary training for pilots of the active Air Force?"

"Are Bomarc squadrons made up of local Reservists the best answer to the problem of air defense of our population centers?"

"Are we developing skills and proficiency among non-rated

see GRUSSENDORF page 4

Air Guard Test

The Air National Guard has been flying test penetration missions against the ZI air defense system. Dubbed "Eye-opener," the missions have been doing just that for the Air Defense Command which requested them. Flying RF-84s and RB-57s, the Air Guardsmen have been attempting the penetrations in conjunction with photo reconnaissance missions assigned the AFNG by USAF. "Eyeopener" is also designed to give the Guard continuous training under simulated combat conditions.

■ GRUSSENDORF from page 3

personnel adequate to meet a wartime emergency instantly? "What part could Reserve personnel—particularly inactive and standby—play in the mammoth problem area of Civil Defense?"

The answers to these and the dozens of unforeseeable questions which continuously raise their head above the sea of events determine the future of the Reserve Forces. A new twist in ground-force doctrine could multiply airlift requirements; a break-through in missile development by a potential enemy could necessitate complete modification of the air defense structure. The possibilities are limitless.

The combination of men, hardware, and ideas making up the airpower entity moves through the days of our existence in the direction of a nebulous, undetermined point in time known as D-Day. It is a rendezvous which we all hope is never kept, and which, indeed, we hope to avoid by devoting so much effort to preparing for it. But if this grim appointment must be met, it is essential that every cog be in place and functioning if the airpower machine is to do the job expected of it. Any tendency toward stagnation in the present could be fatal tomorrow.

The job of providing for national security would be easier for all concerned if we could fit the defense effort into a rigid mold, and stick to it. Unfortunately this can't be done. The active Air Force and the Reserve components will continue to feel the impact of new experience and new-found knowledge as each is modified to complement the other in maintaining the balance of perfect partnership.

COMING EVENTS

JANUARY

10AF Air Adj Gen Conference, Puerto Rico, Jan. 28-30.
ROA Meetings: Nat'l Council; Exec. Comm; AF Affairs Comm., Washington, D. C., Jan. 30-Feb. 1.

FEBRUARY AND MARCH

ConAC's "Business & Industry Months."

APRIL

Sect. 265 Comm. Meeting (Reserve Advisors on Reserve Matters), Las Vegas, Nev., April 11-13.
AFA's Sponsored World Congress of Flight, Las Vegas, Nev., April 12-19.
ConAC's "Recruiting Month."

MAY

Fire Power Demonstration, Eglin AFB, Fla., May 5-10.
Armed Forces Day, Andrews AFB, Md., May 9.
Armed Forces Day, Nation-wide, May 16.

JUNE

ROA Nat'l Convention, Denver, Colo., June 24-27.

DOD Reserve Awards

Since last issue, Department of Defense Reserve Awards have been presented to the following companies or activities:

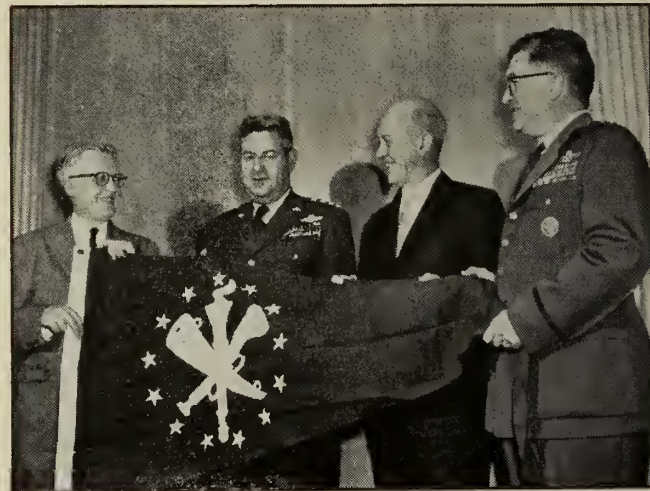
WHYN Radio & Television, Springfield, Mass., Daniel O'Connell's & Sons, Inc., and the Transformer Section of General Electric Co., both of Holyoke, Mass. sponsored by the 2618th AResC, Springfield, Mass.

ARO, Inc., sponsored by 9961st AResSq, Tullahoma, Tennessee.

Idaho Daily Statesman, sponsored by 9094th AResSq, Boise, Idaho.

Line Material Industries, Milwaukee, Wisconsin, sponsored by Hq. Wisconsin Air National Guard.

Harlan Miners' Memorial Hospital, Harlan, Kentucky, sponsored by 9106th AResSq, Louisville, Kentucky.



The DOD Reserve Award was presented recently to the General Motors Corporation by Gen. Curtis E. LeMay, vice c/s, USAF. It was the first such award presented by the Department of Defense in the Detroit area. With the pennant symbolizing the award are (l to r) Frederic G. Danner, chairman of General Motors; Gen. LeMay; John F. Gardan, GM President, and Maj. Gen. Robert E. L. Eaton, cmdr 10AF.

AeroMed Vacancies

The 40th AeroMedical Evacuation Squadron—the first such unit in the Air Reserve—has been activated at Vancouver Barracks, Washington under the 2644th AResC. Its mission will be flight training in the movement of sick and wounded by air with various types of troop carrier aircraft located in the Pacific northwest. Squadron training will consist of one weekend per month and an annual 15-day active duty tour.

Vacancies, for which recruiting is now underway, include medical specialist airmen, administrative and supply personnel, and nurses with or without prior military service, to serve as Flight Nurses. Nurses accepted will be sent to the Flight Nurse School at Gunter AFB, Ala., for six weeks of special training to receive their wings.

Medical personnel interested in more information concerning the new squadron should contact the 2644th Air Reserve Center, Vancouver Barracks, Vancouver, Wash.



HOLLYWOOD—A Queen is crowned by Ed Kranyak, show manager, as Jack Bailey proclaims the event.

First to congratulate Queen Helen is her husband, M/Sgt. Bruenig. A Royal embrace!

NEW YORK—Gen. Hall and Queen Helen share cake cutting during anniversary ball at Mitchel.

Queen For A Day

No royalty ever received more regal treatment following a coronation than did the Air Force Reserve's own "Queen for a Day"—Mrs. Helen Bruenig, wife of M/Sgt Edwin A. Bruenig, assigned to the 2563d Air Reserve Center in Los Angeles, Calif.

Flying deluxe from Los Angeles to New York City, Queen Helen was escorted from one reception to another, from shows to supper clubs, from sight-seeing tours to television programs, with all the fanfare and honors that could be accorded a visitor from outer space.

Selected from more than 900 Air Reserve wives who crowded into the plush Moulin Rouge in Hollywood to take part in a special Air Reserve TV program on Jack Bailey's "Queen for a Day" show, Mrs. Bruenig was crowned before an estimated 11 million viewers via 146 NBC-TV Stations.

Queen's Wish: Crutches

Each member of the audience was invited to fill out a card outlining her "wish" should she be chosen. Mrs. Bruenig's wish was: "I would like 200 pairs of crutches which I will decorate and present to children's hospitals." She won by acclamation and not only was promised her crutches, but received many thousands of dollars worth of glamorous prizes.

But the crutches were her first thought. She and her husband—both commercial artists—had visited hospitals and had noticed children struggling with the crutches.

"They were so drab," she said, "I thought that if we could decorate them

with colorful patterns and animal designs the children would be more eager to use them."

However, with limited resources, they were able to provide only a few crutches. But now, thanks to "Queen for a Day," they'll have enough to keep their garage-converted workshop busy for months.

Aiding emcee Jack Bailey in the coronation were Lt. Gen. William E. Hall, ConAC commander; Maj. Gen. Sory Smith, 4AF commander; actor Gene Raymond, an Air Reserve colonel, and his wife, Jeanette Macdonald; comedian Joe E. Brown; Richard Simmons (TV's Sergeant Preston of the Yukon), and M/Sgt. Louis J. Rasmussen, AFRes's outstanding airman last year.

After receiving the celebrity treatment on the West Coast—luncheon with stars of Warner Bros. Studios,

"Santa Lane" parade, etc.—Queen Helen and her husband were flown to New York City and Mitchel AFB, ConAC's headquarters on Long Island. At that base, she reigned over receptions at the Officers' Open Mess, the Service Club, and the NCO Open Mess. These receptions were held in conjunction with ConAC Hqs' own 10th Anniversary celebrations. The N.Y. itinerary included a tour of the Empire State and United Nations buildings. At the latter, the couple were special guests at the Military Staff Committee Joint Reception where General Hall was host. The "Royal" pair also enjoyed the famous "21" Club, and before their reign came to an end they dined and danced in some of the city's most fashionable clubs.

In all, it was a memorable occasion

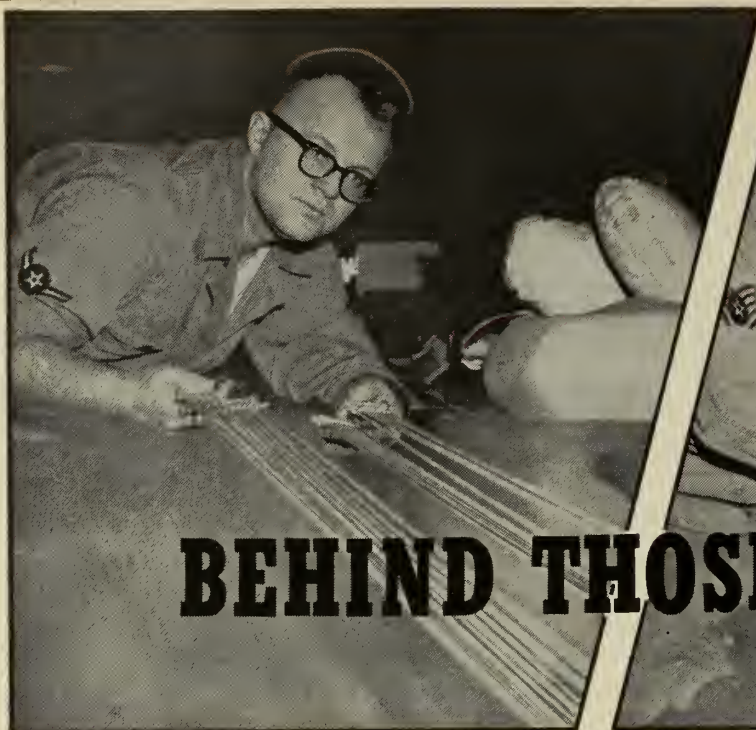
see QUEEN page 6



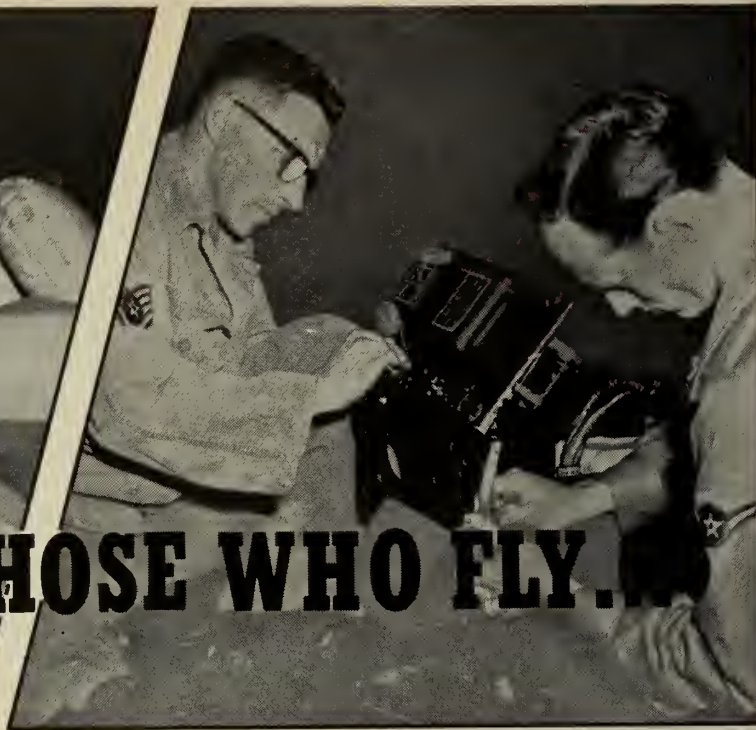
S/Sgt. John P. Garcia proudly looks on as his wife, Alma, named Queen for a Day of the Greenfield AFRes, receives a corsage from Lt. Col. J. W. Cullen, cmdr.



Lt. Petersen places crown of "Queen" on his wife before TV camera. She won Ft. Wayne AFRes title with top essay.



Parachute shop technician A/3c J. Wazniak inspecting shroud lines of a parachute. No margin for error in this job.



S/Sgt. Don Diggins and A/3c Dick Hoffman giving a periodic inspection to the F-84F Fire Control System. They are two of many who are working "behind those who fly."

BEHIND THOSE WHO FLY.

BEHIND those who fly are the men who wear fatigue green—the airmen on the ground who perform countless jobs in many specialized fields . . . the engine mechanic, the electrical systems specialist, the sheet metal worker, the armament and fire control system experts, et al. They can be found at air bases all over the world, or as close to home as the Air National Guard.

Typical are members of the 108th Field Maintenance Sq, one of the most versatile squadrons of the 108th Tactical Fighter Wing, New Jersey Air National Guard.

Based at McGuire AFB in southern New Jersey, the citizen-airmen of the squadron keep their Republic F-84F *Thunderstreak* aircraft in top flying condition. There are a multitude of tasks which must constantly be faced by those who work on these sonic aircraft. Periodic inspections, maintenance of the "sting" of the plane—the fire control system and armament itself—are among these important jobs. Without them the bombs would never reach the target.

The work of the 108th Maintenance Squadron doesn't end with the driving of the last rivet, or soldering the last

connection, for once the *Thunderstreak* clears the runway the fellows in the squadron figuratively ride along with the pilot. The very instruments that guide him from take off to the target, and return, will function only because a man from the instrument shop has put his skill to work.

When the plane returns and the pilot brings his plane in for a landing he's moving fast and there's only so much runway. With the press of a button an enormous drag-chute pops out to slow the plane—another guy did his job well when he packed that chute.

Assume something may have gone wrong with the aircraft while in flight. The unseen hand of the squadron is there as the pilot ejects himself from his disabled aircraft. There were fellows in the parachute shop who took a little extra care.

These skilled maintenance stalwarts of New Jersey's Air National Guard—typical of their counterpart in Guard units throughout the nation—are keeping their combat aircraft *combat ready*, and are content to remain in the background "behind those who fly." 

Reserve Retired List

Effective January 1, the responsibility for transferring qualified Air Force Reservists to the Retired Reserve Section for placement on the next USAF Reserve Retired List without pay becomes the responsibility of the Air Reserve Records Center. With this added responsibility ARRC will also assume the custodianship of retired Reserve records for persons retired without pay.

ARRC will continue to process all retirements for pay for those Reservists attaining age 60. Procedures are being put into effect to notify all retired Reservists, not later than the day they reach 59 years and 6 months of age, of their eligibility to receive retirement with pay and will include a packet of the necessary forms required. Final authority to certify retirement with pay will be retained at Hq. USAF. A revised AFR 45-39 covering the subject is now at the printers and should be in the field early this year.

■ QUEEN from page 5

and one that Queen Helen will recall each time she completes another decorated crutch for a crippled child.

More Queens

Capitalizing on the nationally televised Air Reserve "Queen for a Day" program, at least two Reserve units in the field ran their own contest—one on TV and the other on radio—immediately following the Jack Bailey show.

Chosen "Queen for a Day" by their respective Air Reserve units were Mrs. Brenda Petersen, wife of Lt. Roy F. Petersen of the 9130th ARGp, Fort Wayne, Ind. and Mrs. Alma Garcia, wife of S/Sgt. John Garcia of the 9286th ARSq, Greenfield, Mass. Both received a number of attractive prizes.

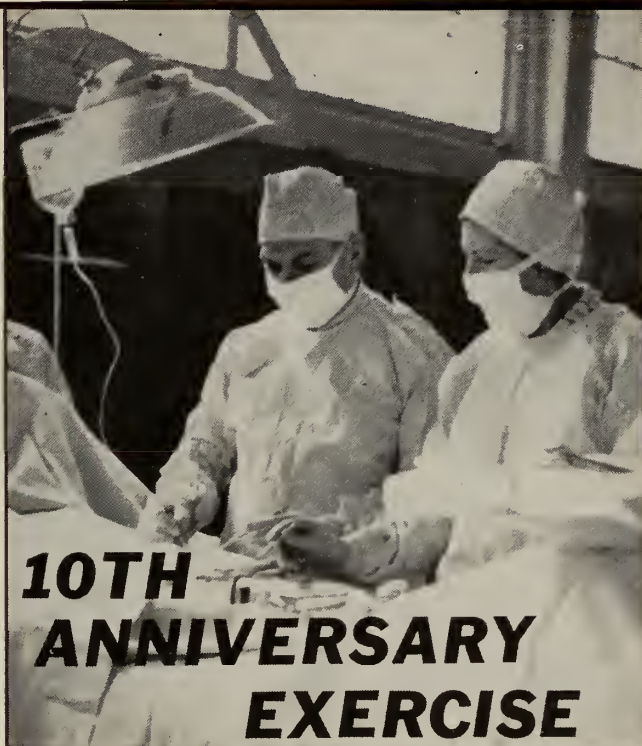
Surprisingly enough, both organizations, although a thousand miles apart, hit on the same criteria to pick their Queen: "What the Air Force Reserve means to me and my family."

Air Reserve organizations and units throughout the country as well as the Air National Guard in all 49 states, Hawaii and Puerto Rico, celebrated the 10th anniversary of Continental Air Command last December 7th, Pearl Harbor Day, with open houses, combat capability demonstrations, and receptions. It was a day that pointed up the essentiality of the citizen-airman throughout the land as never before.

Typical of literally hundreds of similar demonstrations from coast to coast was one held at ConAC's home base, Mitchel AFB, on Long Island. There, AF Reservists, together with Nassau County Civil Defense units, showed a selected group of prominent Long Island civilians and the metropolitan news media the immediate community aid available to the New York City area in the event of a nuclear explosion over the city.

The exercise began when Col. Louis M. Merrick, director of Nassau County Civil Defense, declared that a simulated nuclear attack had been carried out against New York City. He asked for Air Force aid in the evacuation of injured civilians from the target area and in bringing in needed emergency supplies.

The 514th Trp Carr Wg (R), based at Mitchel AFB, responded. A 200-bed emergency hospital was airlifted from its storage place in adjacent Suffolk County to Mitchel and was operating within four hours. In addition, a two-way airlift, flying out simulated casualties and returning with



Almost too real. This emergency operating table was set up in a Mitchel AFB hangar in 20 minutes! Proof that constant training pays off.

plane loads of emergency medical supplies and food, was carried out by the 514th.

The Wing members thus demonstrated how, through the use of their C-119 *Flying Boxcars*, the AFRes could lend immediate assistance to the local area in the event of natural disasters, rather than man made.

Brig. Gen. Clayton S. Stiles, wing commander, called the demonstration "typical of the 514th's state of preparedness."

Lt. Gen. William E. Hall, ConAC commander, who hosted the exercise, told the viewers that "the demonstration seen here today exemplifies the airlift capability of any of our 15 Troop Carrier Wings, utilizing the services of their assigned volunteer-civilian airmen, in cooperation with local Civil Defense organizations."

Other elements involved in the exercise included the 2623d AResC; the 306th Military Police Bn (Army Reserve); the 9215th ISO Sq; the 143d Trp Carr Sq, Rhode Island AFNG; and the 108th F-I Wg, New Jersey AFNG.

Anniversary Dedication

In another typical 10th Anniversary celebration event, high officials of the Executive Department, Congress, and the Dep't of the AF were on hand as the 459th Trp Carr Wg; Washington, D.C., dedicated its new technical training building at Andrews AFB, Md., also on December 7th. Among the honored guests on this occasion were Maj. Gen. John W. Persons, 14AF commander; his brother, Maj. Gen. Wilton Persons, assistant to the President; Dep'y Ass't Sec'y AF B. W. Fridge; and Representatives Richard Lankford (Md.) and Joel T. Broyhill (Va.).

Connecticut's Governor Ribicoff and other civilian dignitaries participated in a ceremony highlighted by the dedication of new Air Reserve facilities at Bradley Field, Windsor Locks, Conn., on Dec. 7.

Unofficial reports from the field indicate an estimated one million civilian attendance at the ConAC Anniversary ceremonies held throughout the nation by Air Reserve and Air National Guard units.



Military police troops boarding the Boxcar to be airlifted to the disaster area. The 514th demonstrated its readiness in the exercise.



CAP cadets from Suffolk County loading a C-119 Boxcar with emergency rations and medical supplies. Loadmaster (r) has a keen 'weighteye'.



CIVIL AIR PATROL

The Air Reserve Forces and the Civil Air Patrol make up a vast group of dedicated people . . . dedicated and devoted to community service and defense. Within these organizations lie the strongest and best hope for America's future. They are volunteer citizens—the men and women of our Air Force Reserve, Air National Guard, and Civil Air Patrol units across the country.

Effective January 1, 1959, Civil Air Patrol—the official civilian auxiliary of USAF—was assigned to Continental Air Command which has the responsibility of accomplishing the CAP—USAF mission. ConAC was chosen because its geographical spread corresponds with CAP's activities which cover 49 states, Hawaii and Puerto Rico. ConAC, which also heads up the national Search and Rescue Coordination Center program, will be able to concentrate this combined capability and at the same time permit Reservists to assist in CAP's

training and mission.

ConAC has resolved to provide the American public with a stronger team of patriotic and air-minded citizenry. With the addition of the Civil Air Patrol the accent will be on youth, for CAP's primary mission is to encourage and develop, by example, young Americans in fields of interest that will contribute to aviation. This is done chiefly by the Civil Air Patrol's Aviation Education Program and complemented by young people's participation in aviation interests in high school, college, and later with a Reserve or Guard unit.

17 Years

The Civil Air Patrol completed its seventeenth year of service to the public on December 1, 1958, and has proven itself to be a youthful organization capable of doing a man-sized job.

Commenting on this, Lt. Gen. William E. Hall, commander, Continental Air Command, said: "The Air Force could not give the nation the search and rescue coverage it does without the Civil Air Patrol. Over 8,500 CAP pilots stand ready to assist us."

Civil Air Patrol performs these missions under the direction of ConAC's sub-regional Search and Rescue Coordination Centers. Most of its corporate-owned aircraft and equipment has come from Department of Defense surplus

and excess sources. Many of the CAP senior members own or operate their own aircraft and, when called upon, make them available for CAP missions of mercy or to assist in disaster relief search and rescue.

The period from June 1957 to January 1959 was designated as the International Geophysical Year or the "IGY." During this period, CAP has been instrumental in assisting the Moonwatch, Moonbeam, Phototrack and other agencies by providing up-to-the-minute satellite prediction data.

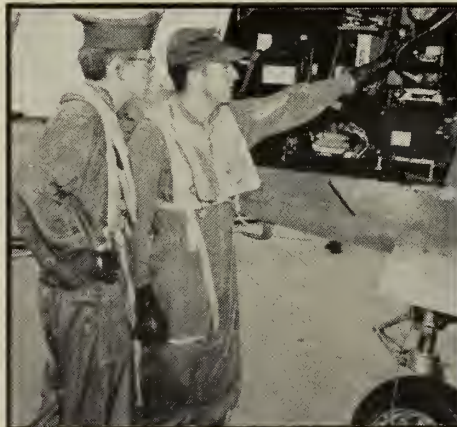
The current prediction data is processed and forwarded by the Smithsonian Astrophysical Laboratory at Cambridge, Mass. This data is then broadcast by CAP headquarters and region radio stations and rebroadcast by CAP wing stations so that complete coverage of the United States is obtained.

The success of this program is evidenced by the many letters of appreciation from all parts of the country and from the results as reported for the "IGY" project officer in Washington.

The present plans include an indefinite continuation of the prediction data program by CAP on a reduced scale—two broadcasts per week, Tuesdays and Fridays, except for periods of increased activity as new space vehicles are put in orbit or when changes occur to a satellite already in orbit; then, broadcasts will



AIR RESCUE & DISASTER RELIEF, one of CAP's most important missions. Available 1957 figures show that CAP flew 64% of the nation's search-rescue missions, saving taxpayers millions of dollars.



JET INDOCTRINATION TRAINING given to CAP "Honor Cadets" by USAF. Many cadets go on to AF careers—on the ground and in the Air. The AF Academy in Colo. includes 119 former CAP cadets.



THE INTERNATIONAL CADET EXCHANGE began in 1948 as an exchange between Canada and the U.S. The program now includes 21 foreign countries and shows Canadians arriving at Mitchel AFB.

JOINS ConAC

be seven nights per week.

Although CAP is best known for its flying activities stemming from the heroic role it played in anti-submarine days of WWII, it presently has far-reaching academic interests. Of its 77,902 volunteer members, 41,284 are cadets—young men and women 14 years of age and older; the balance are senior members—men and women over 18.

Aviation Education

More youthful members enrolled as active students in high schools are engaged in an intensive aviation education program. This Aviation Education Workshop and High School Program, in a single seven-year period, trained 928,400 students and 9,284 teachers in aviation education. In one five-year period, 30,000 students received instruction in aviation training. This indoctrination is responsible for many direct enlistments in the regular Air Force.

Equally, if not more important is the fact that 119 former CAP cadets have been enrolled in the U. S. Air Force Academy. Twenty-six of the first 300 Academy students were CAP-men.

Each summer, thousands of teen-age cadets, boys and girls, visit Air Force bases as part of a summer encampment program that continues their aviation education training and makes them more eligible for honor cadet programs.

These include the International Air Cadet Exchange, in which the Civil Air Patrol exchanges 145 selected male cadets with cadets from 21 friendly foreign countries, and the Jet Orientation Course, which permits 52 selected male cadets to get a week's training as a jet pilot. Other honor cadet programs include a Jet Age Orientation for girl cadets and participation in a National Drill Competition usually held in Rockefeller Plaza, N.Y.C. This is climaxed by the annual International Drill Exhibition in which CAP's National Champion drill team participates with the drill team from the Air Cadet League of Canada.

Woven through this pattern of drill competition, cadet exchange, and summer encampment activity, is a theme of citizenship which includes the moral training for leadership so necessary for American youth. CAP Chaplains play an outstanding part in this normal training, as they do in their home community.

Founded December 1, 1941, by order of F. H. LaGuardia, the director of Civilian Defense in the Executive Office of the President, the Civil Air Patrol was transferred to the Department of War and placed under the responsibility of the Army Air Forces. This situation continued during World War II. In 1946, CAP was incorporated as a benevolent organization by the 79th Con-

gress. It was established as a volunteer civilian auxiliary of the United States Air Force in May, 1948.

During its seventeen-years, CAP has grown to 1,967 units in eight regions, incorporating 52 wings; 189 groups; 979 composite squadrons consisting of seniors and cadets; 380 cadet squadrons; 316 senior squadrons; and 51 flights.

Joint Effort

The joining of the Civil Air Patrol and the Air Reserve Forces under one major air command (ConAC) will create the largest military-civilian organization in the Nation. Working side by side with the Civil Defense and other civic and government leaders, they will accomplish their mutual responsibilities. ConAC will now supervise and provide disaster relief, search and rescue for downed aircraft, and mercy flight missions requiring trained pilots. But more significantly, they will be helping to prepare our American youth for their future in an aerospace age.

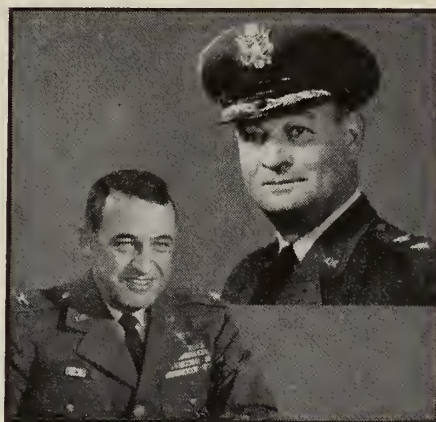
Civil Air Patrol activities are presently directed from its National Headquarters at Bolling Air Force Base in the nation's capitol. Maj. Gen. Walter R. Agee is CAP's commander. Retiring in February after 30 years of service, General Agee will be succeeded by Brig. Gen. Stephen D. McElroy, chief of staff at the Air Force Academy. ✈✈



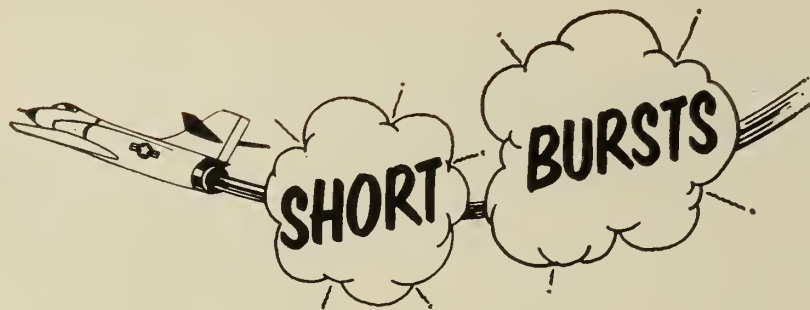
THE AVIATION EDUCATION WORKSHOP program is a joint undertaking of the CAP and the University of Colorado. Schools since have instructed over 9,000 teachers and nearly one million students.



THE CAP COMMUNICATIONS NETWORK, with over 13,000 fixed, mobile, and airborne radio stations, reaches into all states and territories of the U. S. The network operates on AF authorized frequencies.



CAP NATIONAL COMMANDER Maj. Gen. Walter R. Agee (upper photo), who retires next month, to be succeeded by Brig. Gen. Stephen D. McElroy (lower), present U. S. Air Force Academy Chief of Staff.



NO RIFS FOR AF. Recent DOD manpower cut order will not effect Air Force plans. USAF, with current strength of 863,800, will drop to DOD level requirement of 850,000 military by end of this month. Reduction will be result of recent Christmas early releases and reduced number of new personnel taken in.

AN INTENSIVE STUDY of all phases of aviation education and air-space developments will be features at the 1959 National Aviation Education Workshop to be held at Montana State U. from June 29th to July 31st. The workshop is co-sponsored by the university, the Montana Aeronautic Comm., Civil Air Patrol, and the USAF. Information can be obtained by writing Mr. E. A. Atkinson, Director of Summer College, Montana State U., Missoula, Montana.

FALCONS UNBEATEN. The AF Academy Falcons—rising to great heights—finished their regular grid season with nine wins and one tie, the latter with Iowa's Rose Bowl greats. One of the few unbeaten major teams in the nation, the Falcons were being readied for their Cotton Bowl debut in Dallas against TCU as we went to press.

FOUR ENGINE AIRCRAFT TRAINING is in the study stage for some Air Guardsmen. Tactical Air Command has asked NGB to check out its units in tankers so that AFNG will have refueling capability of its own tactical fighters. AFNG has been practicing the "buddy" system of refueling whenever this has been a problem. However, one fighter refueling another is not very economical in view of the fact that a single tanker has the capacity to refuel many fighters.

AIR FORCE "TRADITION" is in the creation stage at top AF levels. Goal of the shapers of "esprit de corps" is to convince Congress to rename two Army medals also awarded airmen. The decorations are the Soldier's Medal and the Distinguished Service Cross. If all goes well, they would become the "Airman's Medal," and the "Air Force Cross."

"MUSTER DAY" next month will have as its theme "Sleep well tonight...your National Guard is awake." Guard units throughout the country will assemble for this traditional observance which stems from the colonial day musters on the village green, of all able-bodied men of the community. Muster Day will highlight the history and tradition of the Guard, the merits of the militia system, and the mobilization readiness of today's ground and air arms of the National Guard.

■ MAIL BAG from page 2

Standby. They may not be recalled for active duty until they are adjudged available by the Director of Selective Service, on an individual basis. Delays in availability for specified periods of time are no longer awarded by the Air Reserve Records Center.

I am assigned to NARS and have completed some ECI Courses. Where should I send the Certificate of Completion?

BKC

Syracuse, N. Y.

As long as you remain assigned to NARS, you should forward each personnel officer's copy of ECI form 26 (Certificate of Completion) to the ARRC, Denver 5, Colo., Attn: CGTR-2, immediately upon receipt from the Institute.

I am a Reserve officer currently residing in a foreign country. May I retain my assignment to NARS through participation in USAF Extension Courses and how is the application to be submitted?

WRB

Paris, France

You may retain active status through participation in ECI. Since you reside in a foreign country, information concerning local law, as pertains to the mailing of extension courses to foreign countries, may be obtained from the Office of the Military or Air Attache. Application will then be cleared through the Office of Air Attache or Chief of Air Mission, for endorsement to ARRC for processing.

OMISSIONS . . .

In the Sept. '58 issue of *The Air Reservist* (Operation "Nose Cone" page 13) the names of two very important crew members were omitted. These two airmen, members of the 14th Aerial Port Sq, Sewart AFB, Tenn., were S/Sgt. Robert L. Bowie and A/1c Robert L. Williams, both loadmasters.

In the Oct-Nov issue, listing the "outstanding Air Reserve airman," M/Sgt. Louis J. Rasmussen's unit of assignment was not mentioned. He is the 1st Sgt. of the 631st USAF Hospital (R) of Ft. Miley, Calif.—a proud unit.

A letter from the ISO of the 9044 ARGp, New Cumberland General Depot, Pa., informs us of an important omission in our recent coverage of the Air Force Association Convention in Dallas. We inadvertently forgot to announce AFA honors received by the 9044's group commander, Lt. Col. Jack B. Gross, named AFA's "Man of the Year" and reelected National Treasurer. Sorry we are.

Air Force Point of View

Viewpoints on policies affecting the Air Force and national defense. As key members of the Nation's aerospace arm, it is vitally important that all Air Reservists keep informed on current Air Force thinking.

On Air Offense/Defense

The object of the Nation's air defense system is (1) to give early warning to our aerospace offensive forces so they have time to counterattack with piloted and unpiloted bombing vehicles through the air and space; (2) to warn our civilian and military population in time for them to take passive defensive measures; and (3) to launch and control piloted and unpiloted interceptors and antiaircraft weapons so they can destroy enemy offensive vehicles, while at the same time *not* destroying our outgoing offensive forces nor friendly commercial airliners and other civil air traffic.

This warning and control job in the air defense portion of the offensive/defensive aerospace battle is handled by some of the Nation's most experienced air warfare specialists. They have devoted their careers as professionals in the science and techniques of military aeronautics, which is rapidly expanding to include military astronautics. As such, these airmen are intimately acquainted with the latest strategy and techniques of *offensive* as well as *defensive* aerospace warfare.

Other aerospace professionals are developing and training with weapons, devices and methods designed to enable our offensive forces to *penetrate* the defenses of any enemy. In doing so they are learning the strong and weak points of such aerospace offensive devices and tactics. This intensive study gives them a unique understanding of the problems faced by our aerospace *defensive* forces.

Air Force-trained air *offensive* experts in Strategic Air Command and Tactical Air Command are vitally concerned with air *defense* strategy, tactics, weapons and devices. Research and logistics experts in Air Research and Development Command and Air Material Command also are vitally concerned with both offensive and defensive air and space systems. So are the doctrine and training experts of Air University and Air Training Command.

Together, the Nation's leading professionals in aerospace warfare are studying, planning, and training to meet all aspects of air defense and offense as these interlocked functions expand into space.

On Nuclear Warfare

At this point in time, we have sufficient quantities of both nuclear and conventional weapons to accomplish any presently required offense/defense missions. The task ahead is to acquire the delivery systems compatible with these weapons. Unless we possess the potential for putting these bombs on target as needed, their existence is meaningless.

It has been said many times that a single, large-yield nuclear bomb of today packs more wallop than all the bombs dropped in World War II. This has led to a fallacious type of analogy on the part of some evaluators. While one such weapon does possess this mighty power, its force is *dispersed* and concentrated. The military damage that one nuclear bomb can cause is probably no greater than that which resulted from continuous bombing of one large target complex of World War II—a rail yard center and the surrounding depots for example.

While we are not engaged in a mass production race with the Soviet Union, we are in one of technology. The limited number of bombers, missiles, interceptors, and support equipment we create must be superior to the counter-force which the Soviets might develop.

From the military angle, this is the urgent and primary reason behind our vigorous drive for an operational aerospace capability.

Malcolm A. MacIntyre, Under Secretary of the Air Force

On Minuteman

A remarkable new but little known missile is described in the latest Department of Defense fact sheet on missiles. It's the *Minuteman*, which Air Force Vice Chief of Staff Gen. Curtis E. LeMay has called "a ballistic missile system of startling potential."

This is a missile weapon system that Secretary of Defense Neil McElroy told the Senate Committee on Armed Services is "a three-stage solid propellant Intercontinental Ballistic Missile which would be a highly versatile, relatively inexpensive weapon system."

General LeMay has said that the *Minuteman* system "can provide an entire family of missiles in quantity and quality, ranging from a theatre ballistic missile to an ICBM, at an acceptable cost."

A ballistic missile weapon system that will provide a whole new family of both tactical and strategic solid propellant missiles at a cost that is relatively inexpensive is remarkable indeed.

The *Minuteman* SM-80 will be a second generation ballistic missile. It is expected to be lighter, smaller and simpler than earlier intercontinental ballistic missiles. It is now in a component development phase.

Developmental contracts have been let with Aerojet General Corp., Thiokol Chemical Corp., and Hercules Powder Co. for solid propellant developments; with North American Autonetics Division for guidance and control; and with AVCO Corp. for the nose cone. Boeing Airplane Co., producer of the Air Force Bomarc long-range interceptor missile, has been awarded the contract for assembly and testing for the *Minuteman*. The Air Force Ballistic Missile Division of Air Research and Development Command is managing the program.

"*Minuteman* is the first real sign I have seen of the breakthrough in missiles," according to General LeMay. "It shows clear promise of making possible a major change in the aircraft-missile mixture. The Air Force is striving to achieve this promise, and this system looks like the right answer."



FULL "ART" STATUS—First Air Reserve organization in Continental Air Command to assume full status under the Air Reserve Technician Plan (ART) is the 459th Troop Carrier Wing based at Andrews AFB, Md. To gain the new status, the wing's elements reached a point of self sufficiency which enabled it to assume activities and duties similar to those of a regular Air Force wing. Brig. Gen. Ramsey D. Potts is the wing commander, with Col. Campbell Y. Jackson as wing deputy and also ART commander. Under Gen. Potts, Col. Jackson is responsible for aircraft deployment, training, material control, wing facilities, personnel and other duties which would be performed by a regular AF wing commander. The ART plan is based on the AF's need for a "hard core" personnel structure within its Reserve forces, ready for immediate mobilization in the event of a national emergency.

NEW PLANES FOR GUARD—The air defense mission of the Hawaiian Islands, which rests with Hawaii's 199th F-I Sq (AFNG), will be bolstered by F-102s during FY60. In the more immediate future, the Air Guard's 118th F-I Sq at Bradley Field, Conn., is slated for F-100s—upon completion of runway extensions by summer.

REACTIVATION OF 706th—Louisiana's Congressman Overton Brooks will make the principal address and preside over the reactivation of the 706th Trp Carr Sq, (R) and the dedication of its facilities at Barksdale AFB, Shreveport, La., on Feb. 7. The 706th, a much decorated WWII bomber squadron and the first unit to be activated in ART status will become a part of the 446th TCW based at Ellington AFB.

HOSPITAL UNIT IN SURPRISE ALERT—A surprise alert, designed to test the emergency readiness of the 631st Reserve Hospital, San Francisco, was termed "highly successful" by Maj. Gen. Sory Smith, 4AF commander. The Reservists, taken completely by surprise, were alerted at 0600 on a recent Sunday and within three hours, more than 50 per cent of the personnel—mostly doctors and dentists—were on hand "ready to go." Two hours later, most of the complement were on hand. Col. William R. Haas, hospital commander and in civilian life chief of professional services at the VA Hospital in Oakland, declared the effort "a forward step in making sure we are prepared for any emergency."

AFRes ABSORBS AFNG PERSONNEL—When the 106th F-I Wg (NYAFNG) based at Floyd Bennett Naval Air Station, Brooklyn, N. Y. was redesignated the 106th Aeromedical Transport Gp, some 384 surplus Air National Guard personnel were transferred to AFRes units throughout the metropolitan New York area and Long Island. The mass transfer—largest of AFNG personnel to the AFRes—was due to the reduced personnel authorization in the 106th.

CLEVELAND ISO FLIGHT MAKING NEWS—The Air Reserve ISO Ftl in Cleveland, Ohio, commanded by Maj. Willard L. Dougherty, WJW-TV account executive, is making rapid strides in community relations for the USAF and the Air Reserve. The Flight has set up a truly staggering schedule of speeches, symposiums, airpower programs, displays and exhibits. It also has designed and printed an Airpower Award to honor newspapers, radio and TV stations, civic clubs, high schools, colleges and individuals who have made outstanding contributions to better public understanding of airpower (see Reserve Camera page for photo.)



SHORT HOPS—Col. George H. "Hank" Williams, new full time commander (under ART plan) of 445 TCW at Dobbins AFB, Ga. . . . Col. Russell Gustke in similar capacity at 446 TCW at Ellington AFB, Texas, and Col. James H. McPartlin, new C.O. of 403d TCW at Selfridge AFB, Mich. . . . Other ART assignments include Lt. Col. John W. Hoff, director of ops and tng, 2466 AB Sq, Bakalar AFB, Ind., and Lt. Col. Gari F. Kine, also director of ops and tng at 403 TCW, Selfridge AFB, Mich. . . . 302 TCW at Clinton County AFB in Wilmington, Ohio has openings for experienced Reserve pilots and navigators—first lieutenants only . . . Akron (Ohio) AResC was site of gala Christmas Dance sponsored by the 9041 Reserve Ladies Auxiliary . . . Reservists' wives in Canton, O. squadron also hosted successful dance . . . Cleveland Sq Auxiliary celebrated its fourth anniversary . . . 313 TC Sq, Portland, Oregon, planning an all Air Reserve precision drill team.

The Air National Guard's famed Colorado *Minutemen* will perform their aerial magic over Panama in the Canal Zone this month . . . New Group Commander of 9068 ARGP at Mitchel AFB, N.Y. is Col. John V. Connelly; outgoing C.O. is Col. Marvin H. Levy, in command since 1950 . . . Little Rock AResC was host at recent media meeting of Reserve ISOs of all Services—guest speaker was Keith Fuller, AP bureau chief.

Air Reserve Ladies Auxiliary of Central, Ohio manned a Center recruiting booth recently—and did a fine job relating the Air Reserve story to visiting wives . . . Commendation medals were awarded to Col. Ralph G. Hoxie, AFRes, and dean of C. W. Post College, Greenvale, N. Y. and 1st Lt. S. Stinor Gimbel of the 9250 ARSq, Asbury Park, N. J. . . . Col. L. E. Cole, cmdr, 2482 ARTWg, Denver, Colo. presented the "Sky-blazer" trophy to Capt. Hulen A. Burk, a former member of that aerial demonstration team of USAFE and currently a member of the 9767 ARSq, Pueblo, Colo. . . . Maj. Charles Lazin of the 305 Air Rescue Sq (R), Selfridge AFB, Mich. was pilot of an SA-16 which searched for survivors of the ill-fated *Carl F. Bradley* lake boat which sank in northern Lake Michigan.

Col. Erick W. Kyro has succeeded Brig. Gen. Magnus B. Marks as commander of the 127 Tac Recon Wg, Michigan AFNG. Gen. Marks became chief of staff for air at the Michigan NG Hq, replacing Col. Walter E. Nicol, who retired. Gen. John W. Persons, 14AF commander, recently completed his 10,000th flying hour.

AIR FORCE-ARMY TEAM UP IN...

WHITE CLOUD



It was an airborne operation. In every respect it resembled the real thing—even the drop zones were tagged *Sicily*, *Normandy* and *Normandy*. The mission was to drop the U.S. Army's 101st *Screaming Eagles* Airborne Division and 1,142 tons of equipment on selected targets in the Fort Bragg, N.C., area. C-119s from the Air Force Reserve all over the country began flying into four staging bases in northwestern South Carolina. There they linked up with troop carrier units from the Tactical Air Command in the combined Air Force-Army aerial assault dubbed Exercise *White Cloud*, just concluded.

Specially selected Reserve Troop Carrier crews from ConAC's 4th, 10th, and 14th Air Forces furnished 65 C-119s for the week-long operation in which 160 Air Force and Air Force Reserve aircraft participated.

All the while aerial port personnel worked with Army commanders planning and positioning equipment and planes for the *D-Day* drops. At Donaldson, ConACmen of 14AF's 11th and 15th Aerial Port Squadrons, based at Sewart and Donaldson AFBs, respectively, and 10AF's 16th Aerial Port Squadron of Bakalar AFB, Ind., worked through an unseasonable Carolina chill and intermittent rain to get set for the split-timed early morning load-up set for *D-Day*.

At North and Shaw AFBs, the pre-take off drama was a virtual duplicate. There the aerial port ConACmen came from 14AF's 11th, 14th and 18th Aerial Port Squadrons, home-based at Mitchel, Sewart and Pope AFBs, respectively. Also on hand was 10AF's 16th AP Squadron.

The *D-Day* assault phase was accomplished successfully. On that day the Army's Maj. Gen. W. C. Westmoreland, jumping with his *Screaming Eagles*, went out from a 10AF reserve-piloted C-119.

The re-supply mission of *D-Day-plus-one* was also successful, with no air mishaps or significant injuries to the paratroopers.

Toward week's end 4AF put ten C-119s in place at Pope AFB, joining the other ConAC units for the redeployment phase. Represented were the 452d TCW, Long Beach, Calif., and the 349th TCW, Hamilton AFB, Calif.

The assault landing phase of Exercise *White Cloud* covered two days. On *D-Day*, Air Reservists flew 96 sorties, airdropped 461 personnel and dropped 295 tons of heavy equipment into the various drop zones. On *D-plus-one* they flew some 62 sorties, dropped six personnel, airdropped an additional 10 more and hauled 189 tons of heavy equipment to the battle zone.

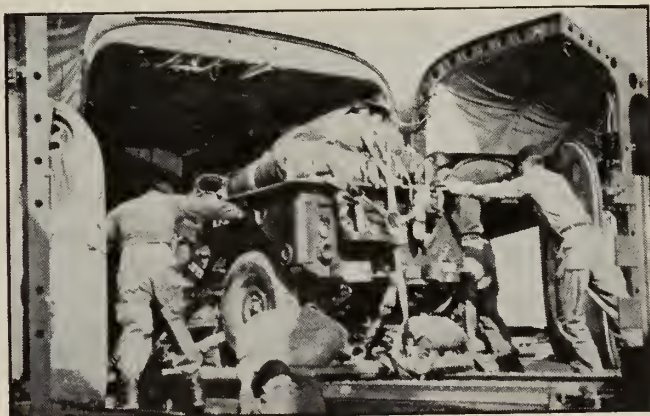
Upon completion of *White Cloud*, a big airlift job awaited the ConACmen—that of helping airlift the 101st Airborne Division to its home base at Fort Campbell, Ky.

During the entire battle game which was designed to train our military in limited warfare, almost 5,000 paratroopers were dropped over the Fort Bragg area. More tonnage of equipment was dropped during *White Cloud* than any other time since WWII. It was a decisive contest for the STRAC-Force (Strategic Army Command) of which the 101st Airborne is the spearhead for the Army's new pentomic plan of attack designed for atomic battle. The idea is to build a fast, hard-hitting airborne force of division size able to be airlifted into battle, then relieved, refitted, and deployed to another combat area for airborne assault. High mobility is provided by troop carrier aircraft.

The Air Reserve phase of *White Cloud* was under the command of Col. Donald J. Campbell, boss of the 302d TCW (R), Clinton County AFB, Ohio, who served as the provisional air division commander under TAC's 839th Air Division. Col. Albert V. Endress, USAF, was troop carrier commander of the 160 Air Force and Air Reserve aircraft participating in the exercise. Three types of aircraft were used in the exercise: C-130 *Hercules* four-engine prop jet transports; twin-engine C-123 *Providers* and C-119 *Boxcars*.



Staff weather officer, AF Maj. John Fischer and Army technicians feed daily weather info by closed TV circuit to Air comdr's conferences.



A jeep is loaded aboard a C-119 for airdrop to friendly White Cloud forces. AFRes crews dropped 295 tons of equipment for the exercise.



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WIN *a ten day Vacation in Rio for two*

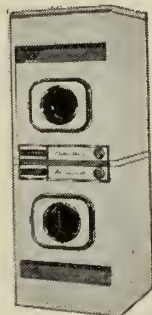
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Fly down to glamorous Rio in a new radar-smooth Super "H" Constellation aboard TSA-TRANSCONTINENTAL AIRLINES. The newest all express airline to South America. A luxurious trip on TSA with free meals and beverages. Accommodations with meals at Hotel Trocadero on Copacabana Beach. Begin and end your vacation with sight-seeing trips in New York City. Dinner at the famous "21" club and other exciting activities.

2nd and 3rd

WESTINGHOUSE DELUXE SPACE-MATES—AUTOMATIC WASHER AND MATCHING DRYER—A combination that washes and dries 16 pounds of clothes at a time, in a space 25-inches wide! Stacked (as shown), side by side, or as a built-in pair. Revolving agitator Laundromat washes cleaner, rinses better, even cleans itself. Matching electric dryer dries faster, fluffier with direct air flow.



4th thru 13th

POLAROID LAND CAMERA "HIGHLANDER" model—click the shutter, a minute later lift out your finished clear picture. "Highlander" Land Camera is lightweight and has only one dial to set for perfect exposure every shot. New Polaroid Land Picture Rolls for the "Highlander" model camera make the sharpest, wallet-sized prints ever.



14th thru 39th

MARTEX GIFT ENSEMBLE—Gift sets of Finesse, the best selling Martex patterned towel, with a retail value of five dollars. Each gift set contains one bath towel, one guest towel and 2 face cloths. The pattern is a check motif in color and white. The large checks are bordered in gold metallic yarn.



Rules:

- Contest open to all Air Force Reservists—not on extended active duty. Entries to be judged on *basic idea*, rather than *professional* presentation.
- Sketches or drawings must be on separate sheets of paper.
- Submit as many original ideas as you wish.
- Each drawing may be as complete as you can make it; or in pencil or pen renderings with appropriate color notations, if possible. If you can't draw or sketch then send in a narrative description of your idea.
- Include your name, grade, organization and address with each entry.
- Mail your entry to: Contest Editor, The Air Reservist, O.I.S., ConAC, Mitchel AFB, N. Y.
- All entries become the property of ConAC and will not be returned. ConAC reserves the right to change the accepted design as it sees fit.
- Contest closes midnight, Feb. 15, 1959. All entries must be postmarked prior to this date.

Judges:

Civilian

Robert Geissmann, chairman of the Air Force Committee, Society of Illustrators
Lester Beall, Internationally known Industrial Designer, former advisor on design to the Air Force
Milton Caniff, Illustrator, cartoonist, creator of Steve Canyon

Military

Maj. Gen. R. A. Grussendorf, asst. chief of staff for Reserve Forces, USAF
Lt. Gen. William E. Hall, cmdr., Continental Air Command
Col. Jess Nettles, chief, Awards Branch, USAF

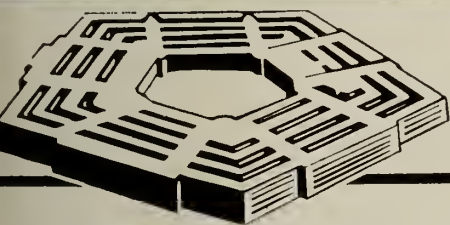
FY59 Construction: Construction funds have been released to the field for 18 line items contained in the approved FY59 AF Reserve Construction Program. The funds, totaling \$4.5 million, include construction at Alvin Callender NAS, Ala.; Andrews AFB, Md.; Bakalar AFB, Ind.; Bates Field, Ala.; Bradley Field, Conn.; Davis Field, Okla.; General Mitchell Field, Wisc.; Grenier AFB, N. H.; Richards-Gebaur AFB, Mo.; and Willow Grove NAS, Pa. . . . An estimated \$5 million is expected to be approved for FY60. Given consideration in next year's program are barrack-type facilities for several locations where assigned Reservists must travel excessive distances from home to training.

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Retirement Benefits: (Ed note: This item is clarification of subject article which appeared on Page 15, Dec. issue). "Reservists who did not perform active duty during WWI or WWII, but did perform active duty (other than for training) during Korean conflict and were members of a Reserve component of the armed forces on or before August 15, 1945, will be entitled to receive retired pay benefits at age 60, provided reservists have completed 20 years satisfactory Federal service as prescribed under Section 1331, Title 10, U. S. Code. Korean conflict service was added as an eligibility requirement by Public Law 85-704, 21 August 1958."

☆ ☆ ☆

Reg. Changes: Up-dated procedures for making "selective assignments" within Air Reserve are covered in AFR 45-30, scheduled for the field on Dec. 31, 1958. Another revised reg —AFR 45-35—outlines the military service obligation and sets forth the policies and procedures on transfer of personnel between the various Armed Services and between the Reserve components of the Air Force. It will be out during the latter part of this month.



Pentagraphs

ID Cards May Be Revised: DD Form 1173, "Identification Card," is being considered for immediate revision by the Department of Defense. According to many prominent Reservists, the inactive duty card has been interpreted as reflecting adversely on the prestige of Reserve and Retired personnel. Also its use as a means of identification, when no privileges are authorized, appears to unnecessarily compromise this card.

☆ ☆ ☆

GOC—Well Done: After nine years of faithful service scanning the skies, day and night, USAF's Ground Observer Corps—280,000 civilian non-pay volunteers—will end its dedicated vigil on January 31, when 16,000 observation posts and 50 filter centers bow to the growing scope and efficiency of air defense radar networks. GOC's termination will result in reassignment of 200 AF officers and 1,000 airmen, mostly within the Air Defense Command. Also an \$8,000,000 a year saving to the government.

☆ ☆ ☆

AF Recognizes Junior "Moonshooters": National interest in the activities of amateur science clubs throughout the U. S. in developing junior-type rockets and missiles is on the upswing. The Air Force, recognizing and accepting its responsibility, requested its commanders to cooperate and actively support, to the extent feasible, groups and projects designed to stimulate interest in bona fide scientific pursuits. AFReg 190-26, 1 October 58, contains all details.

AFIT Needs Educators: The Air Force Institute of Technology has openings on its staff for civilians who are Reserve officers not on EAD, and not likely to be recalled. Requirements are a Ph.D. and civilian experience in teaching or related fields for the following: physics, mathematics, mechanical and electrical engineering. Qualified Reserve officers may inquire by writing the Dean, School of Engineering, Hq Air Force Institute of Technology, Wright-Patterson AFB, Dayton, 31, Ohio.

☆ ☆ ☆

Foundation Helps Academy Prospectivees: Falcon Foundation, a non-profit educational organization has been created to help deserving youngsters qualify for entrance to the Air Force Academy. It plans to send a couple of dozen youngsters to prep school annually for concentrated schooling. You can help by writing The Falcon Foundation, PO Box 611, Dallas, Texas, for more details.

☆ ☆ ☆

CAA Still Has Openings: Jobs within the Civil Aeronautics Administration remain vacant for Flight Operations and Air Worthiness Inspectors; Engineering Flight Test Inspectors; Air Carrier Electronics Inspectors; and General Aviation Electronics Inspectors. Closing dates have been extended until further notice for these jobs. Entrance salaries range from \$5,985 to \$8,330 a year. Most of the positions are in the U. S.; however, some will be filled in Washington, D. C., U. S. territories, possessions and in some foreign countries. For detailed information contact U. S. Civil Service Commission, Washington, D. C.

DEPARTMENT OF THE AIR FORCE
THE AIR RESERVIST
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USAF Periodical 30 — 1
No. 30H 1-59: 388,764



CanAC's Brig. Gen. Royal Hatch, Jr., deputy for AFNG Affairs (l) has a pre-conference discussion with Maj. Gen. E. M. Janes, Adj. Gen., California, during recent AFNG confab at Hamilton AFB, Calif.



RESERVE CAMERA



Brig. Gen. Frank Lahm (Ret), was greeted recently at movie preview in Cleveland, O., by Miss Air Reserve and Maj. W. L. Dougherty, cmdr of the Cleveland ISO flight which sponsored the film premiere.



OREGON—Peggy Heitkemper, Portland's 313 TCW's Miss Air Reserve, pins hanarary wings on Gavernar Robert E. Holmes as he procloims December 7-13 "Air Reserve Week."



TEXAS—Bobbie Sue Collins hands pen ta Dallas' Mayor R. L. Thornton to proclaim Dec. "Air Reserve Month." (l-r) Col. Hickerson, Col. Smith, Maj. Gen. Crutcher and Cal. Earlle.



NEW YORK—Mayor R. F. Wagner reads proclamation marking Dec. 1-7 AF Reserve Week (l-r) Cal. Mikulak, 2610 AResC, Brig. Gen. Stiles, 514 TCW, and Col. Badger, 2490 ARTWg.

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THE AIR

Reservist

FEBRUARY 1959



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IT'S GOOD BUSINESS TO SUPPORT THE AIR RESERVE FORCES...



I am a jet mechanic desiring extended active duty. Although my AFSC, 43250, is shown on Attachment 1 to AFR 35-81 as critical, my application was rejected because it was not critical to the needs of the Air Force. Please clarify.

PJM
Lubbock, Tex.

The AFSCs listed as Attachment 1 to AFR 35-81 are applicable only to those individuals enlisting in the Regular Air Force. A separate list of critical AFSCs compiled by Headquarters United States Air Force and based upon the immediate requirements of the Air Force is applicable to recall of Reserve airmen.

As a Reservist, why do I receive requests for missing documents from the Air Reserve Records Center;

JS
Van Nuys, Calif.

It is the mission of the Air Reserve Records Center to maintain records of reservists in a complete and current status. If, on screening a record, it is

see MAIL BAG page 10

THE AIR Reservist

VOL. XI—NO. 2

FEB. 1959

AIR FORCE RESERVE AIR NATIONAL GUARD
CIVIL AIR PATROL

Lt. Gen. William E. Hall
Commander, Continental Air Command

Col. Blake C. Miller
Chief, Office of Info. Svs., ConAC

EDITOR

Lt. Col. Joseph H. Friedmann

ASSOCIATE EDITOR

Fred E. Giachino

STAFF WRITERS

Earl E. Lane and A/1c James A. Bergeron

The Air Reservist is an official publication of Continental Air Command approved by the Secretary of the Air Force, in accordance with Public Law 476, Section 259, 82nd Congress. This law directs the dissemination of complete and up-to-date information of interest to the Air Reserve Forces.

Editorial Office: The AIR RESERVIST
OIS, Hq ConAC, Mitchel AFB, NY

The Material contained in The Air Reservist is listed in the Air University Periodical Index. Use of funds for printing this publication has been approved by the Secretary of the Air Force and the Director of the Bureau of the Budget 23 July 1958.

Salute To Business and Industry

Our cover, dedicated to ConAC's Business and Industry Support months (February—March), depicts the close ties that exist between business and industry and the United States Air Force. While it goes without saying that America's air might is predicated on the capability of business and industry to produce materiel, they are playing a more subtle and just as significant part in their association with the Air Reserve Forces—the Air Force Reserve and the Air National Guard. In many instances the pursuit of a civilian occupation and Air Reserve Forces training and missions are not compatible. It is through the understanding and cooperation of the leaders in business and industry that an important adjunct to our National Defenses—the Air Reserve Forces—are capable of helping to keep America secure. (see page 8)

Insignia Contest Closeout

Opportunity still knocks—but not for long. You have only until midnight Feb 15 to submit your entry, or entries, (no limit), in the ConAC Insignia Contest.

A word of caution, though. Many entries received thus far have emphasized such areas as missiles, rockets and space flight themes. While *all* entries will be considered by the judges, what we are searching for is an insignia which will be a "trade mark" for the Air Force Reserve. It should represent the AF Reserve's purpose and mission. For particulars, and list of prizes, see the contest page in this issue. Get *your* entry in today.

Identification Cards

The much-discussed Reserve identification card (DD Form 1172) will be withdrawn over an extended period of time, USAF has announced, and replaced by two different cards. Most Air Force Reservists, not on extended active duty, will be reissued the familiar *pink* DD Form 2AF; if receiving retired pay they will be issued DD Form 2AF (Gray). The DD Form 1173, currently in use is now being utilized by both non-EAD Reservists and retired persons.

As now planned, all enlisted Reservists, except those assigned to the Inactive Status List Reserve (ISLRS) and those assigned to the Ineligible Reserve Section (IRS) and who have not been *selectively assigned*, will be reissued the *pink* DD Form 2AF (Reserve). All non-EAD Reserve officers, regardless of assignment status, will be issued this credential.

A DD Form 2AF (Gray) is being developed for issue to all personnel entitled to retired, retirement, retainer, or equivalent pay. This form will be issued to all personnel who retire after the form is available. It will replace DD Forms 1173 already issued only upon the express desire and application of individuals concerned.

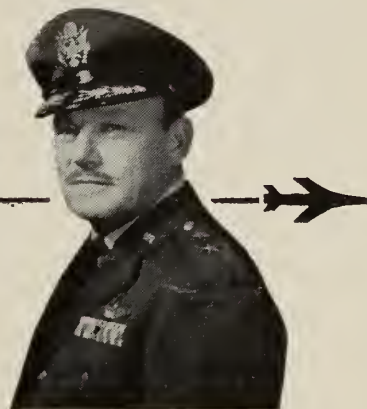
Implementing directives and forms are being developed and should be distributed prior to April 15. In the meanwhile no further action will be taken to withdraw DD Form 2AF (Reserve), still in the possession of Reservists. Personnel being released from EAD will surrender their DD Forms 2AF (Green) but will not be issued a DD Form 1173; if eligible they may apply to the custodian of their Field Personnel Records group for a DD Form 2AF (Reserve) when the new procedure is established. Personnel retiring in pay status will be issued the DD Form 1173 until the DD Form 2AF (Gray) becomes available.

Training Change

Individual and unit training which have come under the offices of Reserve Personnel and Operations, respectively, will be consolidated on March 1. All phases of training at ConAC and numbered air force levels will be administered by the Directorate of Operations. The change provides a more homogeneous relationship between the two phases of training and also provides a single point of contact for training at headquarters level. Such items as collateral training, OJT, programming of man-day requirements, supervision of Category A and individual training, and the issuance and preparation of directives, manuals and training directives will be combined.

OUR FLYING MINUTEMEN

by Maj. Gen. Winston P. Wilson
Chief, Air Force Division, National Guard Bureau



The Air National Guard is Alert and Ready

The buzzer in the pilot's lounge sounded and Lieutenant Bob Lamb of the Nebraska Air National Guard raced to his F-86 Dog. In minutes he was airborne and receiving instructions from intercept control.

"We have a distress call from a T-33 west of here," he was told. "His radio and navigational aids are going out. We'll guide you to him. Maybe you can help him."

It was snowing and visibility was poor. Following GCI instructions, Lamb located the T-33 over Alliance, Nebraska. Signaling the T-33 pilot to follow him, Lamb headed for Ellsworth AFB at Rapid City, South Dakota. With the T-33 on his tail, Lamb made a GCA landing.

The grateful T-33 pilot and base officials urged Lamb to stay overnight. "Thanks," said Lamb, "but I've got to get back to Lincoln." Next morning Lieutenant Lamb had replaced his flying togs with a business suit and was back at his civilian job.

Finding a plane some 300 miles from your home base and guiding it through adverse weather to a safe landing can be a very tricky operation. But for pilots of 22 Air National Guard squadrons, such an operation is all in the day's work.

These pilots carry on the *Minuteman* tradition of the National Guard in a highly modern manner. They are within five minutes of actual combat as they stand runway alert in the Air Defense Command network.

New Style Minuteman

While it would be impractical for them to follow the exact example set by early *Minutemen* and keep their weapons with them while they perform their daily tasks, they arrange their civilian duties so that they can take turns standing watch in defense of their nation. Since 1954, Air Guardsmen have been volunteering for one to 59-day active duty tours to assist the Air Force in daylight air defense. Now, seven squadrons, equipped with fast all-weather jet aircraft, have expanded their operation to 24 hours a day.

Similarly, four aircraft control and warning squadrons—two in Hawaii and two in the continental United States—keep around the clock radar watch on the skies of America. Not only do men of these units guide Air Force and Air National Guard planes on intercept missions but they also give assistance to military and civilian aviation through guidance and rescue direction.

Men of air defense fighter squadrons and radar squadrons are true *Minutemen*—on the job with a peacetime mission

that can change to combat at any moment—but the rest of the Air National Guard also shares in peacetime defense.

Squadrons of four Air National Guard tactical reconnaissance wings have been taking aerial photographs for the Air Force for some years, and have recently undertaken more missions in support of Air Force requirements. Importance of Air Guard reconnaissance units and reliance placed in them by the Air Force is indicated by the fact that they compose two-thirds of the reconnaissance force available to Tactical Air Command.

Important to TAC

Also important to TAC are tactical fighter squadrons of eight Air National Guard wings which have been converted from fighter interceptor missions. These squadrons comprise almost half of the tactical fighter strength in the continental United States.

Air Guard communications units have undertaken and completed many fixed communications and electronics construction and modernization projects for the regular Air Force. Air Guard work on these projects ranged from splicing cables to installing huge radar equipment, and provided realistic training for Guardsmen while helping the Air Force meet construction schedules.

The Air Staff is currently studying a proposal to use Air National Guardsmen for manning missile sites. The Air Guard is ideally suited to such an operation because its personnel are stable, being drawn from communities in which they work.

Muster Day, celebrated this month by Air National Guardsmen throughout the United States and in Alaska, Hawaii, and Puerto Rico, honors the birth of George Washington, a champion of the militia system from which today's Air National Guard has evolved.

The term *Muster Day* is a holdover from colonial times when able bodied men of each community were assembled for roll call and inspection. The occasion was also a holiday. Men brought their families to see the troops demonstrate their ability. *Muster Day* gave military leaders and citizens of the community an opportunity to evaluate the condition of their defense forces.

The Air National Guard of 1959 is ready for inspection. It has proved its ability to accomplish the tasks assigned it by the Air Force. It is ready to apply itself to any new tasks in which *Minutemen* can serve their country. ✚✚

Reserve Wings Lauded

In a recent letter to Lt. Gen. William E. Hall, ConAC commander, Lt. Gen. William E. Eckert, vice commander of Tactical Air Command, said: "... It was my pleasure to witness an outstanding demonstration of combat readiness by Air Force Reserve troop carrier units in Exercise *White Cloud* at Fort Bragg. . . I shall appreciate your conveying to the participating Reserve personnel my appreciation of a job well done."

ConAC units participating in the two-day airborne operation included: **From 4AF**—452d TCW, Long Beach, Calif., and 349th TCW, Hamilton AFB, Calif.; **From 10AF**—403d TCW, Selfridge AFB, Mich.; 443d TCW, Brooks AFB, Tex.; 434th TCW, Bakalar AFB, Ind.; 440th TCW, Milwaukee, Wisc.; 442d TCW, Richards-Gebaur AFB, Mo.; 446th TCW, Ellington AFB, Tex.; and 16th Aerial Port Sq. Bakalar AFB, Ind.; **From 14AF**—94th TCW, Hanscom AFB, Mass.; 302d TCW, Clinton County AFB, Ohio; 435th TCW, Miami, Fla.; 459th TCW, Andrews AFB, Md.; 512th TCW, Willow Grove, Pa.; 11th Aerial Port Sq., Mitchel AFB, N.Y.; 14th Aerial Port Sq., Sewart AFB, N.C.; 15th Aerial Port Sq., Donaldson AFB, N.C.; and 18th Aerial Port Sq., Pope AFB, N.C.

Aerospace Council

The Aerospace Education Council, newly formed unit of the Air Force Association, will act as advisor to the President and National Board of Directors of AFA and assist in developing a program to focus international attention on education in the space age. The Council will also coordinate AFA's educational activities on the national and state level. Council members are Dr. Frank Sorenson, University of Nebraska; Byron F. Stetler, Nevada State School Supt.; Thomas D. Bailey, Florida State School Supt.; Gill Robb Wilson, Space Education Foundation Chairman; Wayne Reed, U. S. Office of Education Deputy Commissioner; Lt. Col. Merlyn McLaughlin, USAF; and Major David B. O'Hara, USAF.



"IS IT POSSIBLE FOR ME TO JOIN THE RESERVE AND YOU STAY HOME?"

COMING EVENTS

FEBRUARY AND MARCH

ConAC's "Business & Industry Months."
Nat'l Defense Week, Feb. 12-22.

APRIL

Sect. 265 Comm. Meeting (Reserve Advisors on Reserve Matters), Las Vegas, Nev., April 11-13.
AFA's Sponsored World Congress of Flight, Las Vegas, Nev., April 12-19.
ConAC's "Recruiting Month."

MAY

Fire Power Demonstration, Eglin AFB, Fla., May 5-10.
Armed Forces Day, Andrews AFB, Md., May 9.
Armed Forces Day, nation-wide, May 16.

JUNE

ROA Nat'l Convention, Denver, Colo., June 24-27.
Nat'l Aviation Education Workshop, Montana State Univ., Missoula, Mont., June 29-July 31.
First Commencement, Air Force Academy, Colorado Springs, Colo., June 4.

Newspaper contest Winners

Five base and unit newspapers in three different categories will represent the Continental Air Command in the USAF Newspaper Award Contest. Each of the five units represented received personally-signed certificates from Lt. Gen. William E. Hall, ConAC commander.

A board of judges—civilian and military—selected the winners and runners-up in ConAC from finalists submitted by the numbered air forces. Criteria selection included journalistic qualities, support of Air Force information objectives, and use as a management tool by the commander.

First place in class I (less than 1,000 personnel) went to *Georgia Air Affairs* of the 2689th AResC, Atlanta, Ga.; **second place, class I**, *The Volunteer*, 2685th AResC, Knoxville, Tenn.; **first place in class II** (1,000 to 5,000) *The 2465th Orbit*, 2465th Air Base Gp., Minneapolis-St. Paul IAP, Minn.; **second place, class II**, *The Wing Script*, 2466th Air Base Sq., Bakalar AFB, Ind.; and **class III** (over 5,000) *Mitchel Beacon*, 2500th Air Base Gp., Mitchel AFB, N.Y., the only class III entry.

Final winners at USAF level will receive a large trophy which will rotate between winning organizations from year to year; a plaque which becomes the permanent possession of a winning unit's Office of Information Services; and certificates to the 2d and 3d winners of each class.

Pine Cone II

Brig. Gen. Ramsay D. Potts, commander of the 459th Troop Carrier Wing, Andrews AFB, Md., has been designated commander of the Troop Carrier Air Force for Exercise *Dark Cloud/Pine Cone II*. This large-scale joint exercise is scheduled in May 1959 and will involve forces of Tactical Air Command, Continental Army Command, Continental Air Command, and the Air National Guard. The Reserve and Air National Guard will provide approximately 165 aircraft and crews; components of aerial port, communications, and material personnel; and staff supervisors, to this operation.



national resources conferences

by Maj. Bernard D. Locker.

During the past ten years almost 10,000 Air Force Reserve officers have completed one of the most unique educational courses offered within the defense establishment: The National Defense Resources Conference. These two-week sessions, held yearly at major industrial and population centers throughout the country, are conducted by selected members of the faculty of the Industrial College of the Armed Forces, one of the country's two top joint service colleges, headed by Lt. Gen. Geo. W. Mundy, USAF.

The objective of the National Defense Resources Conferences is to expand the nucleus of informed individuals who will be more acutely aware and capable of resolving the problems arising from military demands upon the national economy.

This program was first established ten years ago when the Joint Chiefs of Staff required that the Industrial College, in addition to its ten-month resident course, also provide courses of instruction for qualified officers of the Reserves and the National Guard. The popularity of these presentations soon generated a demand that civilian members of the community, leaders in their fields, also be invited to attend. Consequently the charter was amended to include among the conferees selected executives of industry, educators, and other prominent citizens as well as Reservists and National Guardsmen.

Today the conferences are an outstanding example of military-civilian cooperation. Although the sessions are conducted by a team of six military members of the Industrial College's faculty, each conference is organized and operated by a committee of local citizens. The sponsors frequently include chambers of commerce, industrial organizations, educational groups and similar bodies. Enrollment for the conferences is accomplished locally, not through the Industrial College of the Armed Forces.

Maj. Locker is the PIO, Industrial College of the Armed Forces.

Civilian participants are selected by a locally appointed civilian committee. They are chosen so as to represent a cross section of individuals engaged in key positions in industry, labor, education, science, and civic community life.

Reserve officers or officers of the National Guard who desire to attend must apply through the appropriate official channels. Determination of eligibility is then made by the applicant's local Reserve headquarters authorized to issue competent orders.

Military quotas for each conference include 67 each for Army, Navy, and Air Force Reserves; 4 each from the National Guard and the Coast Guard; and 16 members from the local Armed Forces personnel on extended active duty—for a conference total of 225.

The conferences consist of 30 lecture type presentations of about one hour length given by the members of the team who represent all three services.

Age of Peril

Each conference is organized to further an understanding of why this "age of peril" in which we live demands the attention of civilian leaders in the fields of industry, commerce, education, government, labor, agriculture, religion, and the professions, as well as Reserve officers. It also aims to present briefly, and understandably, the relationship between the nation's economy and its national power; to clearly define the problems and interrelationships of the economic, social, political, military, psychological, and technological factors affecting the national security; and to highlight the interdependence and the coordination and cooperation necessary between the military and civilian members of our defense team.

The conference material embraces several broad patterns of information. The largest of these, in terms of time spent, is the economic potential for war of the major world areas. After an introduction to such allied subjects as Geoeconomics and War Finance, the conferees receive a systematic presentation of the important elements of natural, industrial and related resources es-

sential to the war economy of each area.

Next follows the examination of the United States' organization for national security, including not only a study of the interested governmental agencies, but the various functions which stem from them—the controls and systems needed to keep the economy healthy and in optimum production under emergency strains and during reconversion.

Another pattern involves a critical appraisal of our resources, including power, fuel, transportation, strategic materials, manpower, agriculture, and the nation's manufacturing plant. During this phase, the interrelated nature of these resources and their sensitivity to the stresses of mobilization and reconversion situations are developed.

Until Jan. 1, 1959, 174 conferences in 99 different cities located in 38 states and the District of Columbia had been conducted. A total of 44,679 conferees have received certificates of completion. Of these, 9,312 were Air Reservists (non-active duty) and 15,775 were civilian leaders. Many thousands more citizens have attended individual presentations.

So far during the current fiscal year, conferences have been held in San Francisco, California; Portland, Oregon; Phoenix, Arizona; Charlotte, North Carolina; Washington, D. C.; and Oklahoma City, Oklahoma.

For the remainder of FY 1959, conferences are scheduled for Springfield, Missouri, February 9-20; Omaha, Nebraska, February 9-20; Chattanooga, Tennessee, March 16-27; Peoria, Illinois, March 30-April 10; New Orleans, Louisiana, April 13-24; Salt Lake City, Utah, May 11-22; and Cleveland, Ohio, May 18-29.

Secretary of Defense Neil H. McElroy, in his opening remarks at the recent National Resources Conference in Washington, D. C., stressed the necessity of close military-civilian understanding and cooperation in all defense matters. This conference, which was sponsored by the National Security Industrial Association, the Office of Civil and Defense Mobilization, and the Washington Board of Trade, reflected the new awareness that security of the nation is indeed everybody's business.

Training Program Change

The USAF Reserve Individual Training Program is undergoing an organizational readjustment of its administrative structure. The change, specified in ConAC Supplement 1 to AFR 45-19, dated 23 December 1958, directs a minimum strength of 100 Air Force Reserve personnel for each *Individual Reserve Training Squadron*.

No officer or airman Reservist will be eliminated from the Air Force Reserve training program as a result of the administrative readjustment. It is not contemplated that any squadron training site will be abolished. Further it is expected that the administrative regrouping of Air Force Reserve personnel will result in a more efficient and economical *Individual* training structure.

Lt. Gen. William E. Hall, commander, Continental Air Command, stated that this information had been forwarded to all ConAC units last spring. On December 23, 1958, the reorganization was directed to become effective not later than July 31, 1959.

Academy Physicals

AF Academy Physicals were revised recently, throwing the portals open to some previously disqualified aspirants who were otherwise qualified for admittance. Though physical standards remain high, new changes permit entrance of candidates with high academic qualifications who may possess some minor physical defects. Under current standards, applicants must be in good general physical condition and have a strong desire for an Air Force career; both distant and near vision in both eyes cannot be less than 20/50 correctable to 20/20 with moderate refractive error limitation; minor defects of color vision are acceptable—each applicant must be able to recognize distant red and green; depth perception and accommodation tests will no longer be disqualifying for entrance; acceptable height has been increased from 6 feet, 4 inches to 6 feet, 6 inches with no sitting limitation; weight restriction has been increased from 226 to 239 pounds—weight must be proportionate to height; and a history of minor allergies or mild seasonal hay fever will not be automatically disqualifying as in the past. Nominees affected by these changes will be reconsidered upon request, provided re-nomination can be obtained.

Reserve Warrant Officers

Hq. ConAC reports that many Category A units and M-Day authorizations have unfilled warrant officer positions which can and should be utilized by qualified non-EAD Air Force Reserve master sergeants. Air Force Regulation 45-27 authorizes the assignment and appointment of master sergeants as warrant officers.

In view of the current limitations on Reserve officer appointments, the numerous Reserve warrant officer vacancies offer an excellent opportunity for advancement to qualified master sergeants. Master sergeants accepted for assignment to WO positions become eligible to apply for appointment as warrant officers under AFR 45-27.

Qualified warrant officers *who apply* must be accepted to fill vacant positions before airmen may be assigned. Paragraph 9, AFR-45-27, may be disregarded in recruiting to fill warrant officer positions.

Steve Canyon's exploits as a Lt. Col., USAF, formerly seen on Saturday nights over the NBC-TV network, has been moved back to Thursday evenings at 8:00 P.M. (EST).



Mr. Ford Weber, president of the Toledo, Ohio, Chamber of Commerce receives the DOD Reserve Award from Maj. Gen. John W. Persons, 14AF cmdr. The award signified the Toledo C of C's outstanding cooperation in encouraging local business and industry's support of the AFRes. Action was taken prior to Dec. 31 when DOD Awards phased out.

AITB Marks Decade

One month after ConAC's own 10th anniversary, the Air Intelligence Training Bulletin—chief training medium for all Air Reservists in the "20" career field—began its second decade of existence with the recent January issue.

Currently a 48-page offset magazine, the Bulletin's purpose is "to inform as well as to provide training material for its readers in the fields of general intelligence by featuring articles on Recognition, Survival (Escape and Evasion), Technical and Operational Intelligence." The material published is based on military and civilian unclassified sources covering the political, economic, and military (with a special emphasis on Air Power) establishments of foreign countries, primarily the communist countries.

Produced in the office of the Director of Intelligence, ConAC, headed by Lt. Col. James C. Keesling, Jr., under the direction of Deputy C/S for Operations, Brig. Gen. Julian M. Chappell, the Bulletin currently has a "press run" of approximately 5,500 copies. Bulk distribution is made to the numbered air forces which further disseminate it to units with a minimum distribution as follows: Two copies to Air Reserve Training Wings, Air Reserve Centers, and their Groups; Air Reserve Tactical Wings, Groups and Squadrons; and Air National Guard Tactical Wings, Groups and Squadrons. One copy is sent to State Adjutant Generals; Senior Air Advisors; each Reservist assigned to a unit intelligence activity; Air Reserve Center Squadrons; and each Reservist assigned to an Intelligence Specialized Training Course. Any unit may request an increase in distribution through proper channels.

Today's Air Reserve Forces include over 100 Intelligence sections in the 15 Troop Carrier and 24 Air National Guard Wings. Also, over 500 Reservists are enrolled in 33 courses at 31 Air Reserve Centers. These courses are the Air Intelligence and the Air Intelligence Language specialized training courses. Eligibility criteria for enrollment in these specialized training courses can be found in ConACM 45-3, 1 Sept 58.

The staff of the Air Intelligence Training Bulletin consists of: 1st Lt. Myer Kuritzky, editor-in-chief; S/Sgt. Joseph A. Wilk, editor; James D. Murray, managing editor; T/Sgt. John P. Petito, art editor; and Kathleen F. Claffie, production typist.

Air Force Point of View

Viewpoints on policies affecting the Air Force and national defense. As key members of the Nation's aerospace arm, it is vitally important that all Air Reservists keep informed on current Air Force thinking.

On New Sound of Security . . .

Sonic boom is the new sound of security, but because it is a startling sound and may be at first a frightening sound, it is greatly misunderstood.

Basically, the sonic boom is an intense pressure wave of sound, comparable to a thunderclap during a storm, or the shock wave of sound from a dynamite explosion.

It occurs when aircraft pass through the speed of sound, and because the Air Force and the Navy are receiving greater number of supersonic airplanes, it is going to become more and more common.

This is true in spite of the fact the Air Force has established severe restrictions on the operations of these aircraft. No additional restrictions can be imposed without affecting the ability of the Air Force to do its job of providing the major force for defending this Nation against attack through the aerospace.

We must learn to live with it, but at the same time, we should know that it is more startling than dangerous.

In simplified terms, when an airplane passes the speed of sound, a shock wave forms like a cone around the craft. The cone can be likened to a funnel going through the air, with the airplane at the pointed end.

Because loudness of sound decreases with distance from the point where it originates, the higher the airplane is above the ground the weaker the sound. Or, the weaker the sonic boom will be.

If the airplane is traveling in level flight, the people most conscious of it will be those directly underneath the flight path. The airplane, in effect, will have dragged the trailing edge of the cone over them.

If the airplane is diving, or climbing, or turning, the manner in which the trailing edge of the cone touches the ground will vary considerably.

This explains how people in one block of a city will hear a strong boom, while those in the next block will report little or nothing.

On a common goal...

...If anybody has any doubt about the capacity of Americans, whatever their occupation, to combine their talents and their discipline—to pool their knowledge and their skills—to cooperate constructively toward a common goal—I submit as refutation the record of success turned in by the people involved in our Air Force ballistic missile program. That record of success can be illustrated by the status and prospects of the four ballistic missile programs for which we are responsible: the intermediate range missile, the Thor; the intercontinental range ballistic missile, the Atlas; the Titan, an even more sophisticated ICBM than the Atlas; and the Minuteman ICBM, now being developed.

These four ballistic missiles are not isolated projects. They are integrated parts of an overall enterprise—an enterprise that serves not only military but also civilian-scientific purposes for the benefit of all mankind. The entire scientific, production and management structure brought into being for our ballistic missiles—the rocket engines, the test, launch and tracking facilities, the airframe and guidance systems, the telemetry equipment, the data reduction apparatus—together provide our country with the quickest, most reliable and economical foundation for much of non-military space exploration and travel. I think this will continue to be true for many years to come.

Maj. Gen. Bernard A. Schriever
Cmdr., USAF Ballistic Missile Division (ARDC)



Careful and thorough research has proven that although the sonic boom has great force as a sound, the high altitudes at which jet aircraft operate causes the boom to diminish to a force where it has relatively little power to do actual physical damage to walls, windows, doors, and structures.

The Air Force set up test structures and then dragged sonic booms over them with supersonic aircraft.

It was found that if there were tension in the structures, coming from twisted door frames or improperly installed windows or brick walls that were sagging, then a sonic boom could add enough extra pressure to cause damage.

But if the houses were of normal construction required by the building codes, very rarely did any damage result from repeated booms directed at the buildings.

Because supersonic flight is largely restricted to very high altitudes the chances are small that the full force of a boom will be felt on the ground.

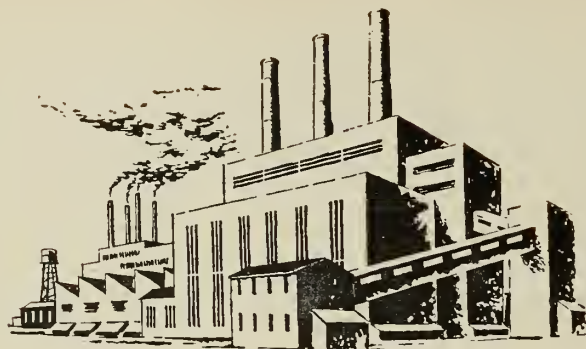
The sound of thunder is commonplace and accepted as part of nature's show—and just as the American people learned to tolerate and accept the noise of steam engines and automobiles, so must they learn to accept sonic boom as a necessary part of the defense of this Nation.

On the Human Brain . . .

Your brain has been getting high praise lately.

North American Aviation's research director, Warren E. Swanson, says it would take 10 aircraft hangars full of computing machinery to meet the capability of the human mind.

We can do much with machinery alone. We can explore space with instruments and learn much. But sooner or later, says General Bernard A. Schriever, cmdr of Air Force's Ballistic Missile Division, we will need more data that cannot be practically supplied by instruments. "At this point," he says, "man, even with all the equipment he must take with him, will become the cheapest, lightest, and most practical 'instrument' for obtaining and assessing that added data."



it's good business to support the air reserve forces...

"The United States must have a strong and well-trained Reserve as a full-fledged partner to the active components of the Armed Forces. The Nation cannot afford the indefinite maintenance of standing forces of the size now deemed necessary to meet the initial threat of full-scale armed conflict. For the Reserve to be strong, it must be provided with a continuous flow of trained personnel to make sure it is kept at or near full strength. It must also be suitably equipped, exposed to realistic training and provided with adequate training facilities." (U.S. Chamber of Commerce)

Always among the first to rally to national defense in perilous times, many business and industrial leaders have done much to encourage participation in the activities of the Air Reserve Forces. They give this support, not only because they recognize the value of strong Air Reserve Forces for the protection of our country, but because they have found that the majority of Air Reservists and Air Guardsmen are top flight employees.

These employers report that Air Reserve Forces training increases an employee's value to a company in many ways, both tangible and intangible. Air Reservists and Air Guardsmen are outstanding citizens. Leaders in their communities, they have earned the respect and admiration of neighbors and fellow employees for their voluntary contribution to the nation's safety.

Industrial management also reports that these Americans generally have superior skills on the job, readily accept responsibility and are outstandingly loyal employees. Their military training contributes to character discipline and develops new skills that pay dividends on the job.

What are the assets of the Air Reserve Forces Investment?

Our Air Reserve Forces are comprised of approximately a half-million Air Reservists and 72,000 Air National Guardsmen—not on extended active duty. They represent the skills of every civilian pursuit—farmers, plumbers, mechanics, teachers, lawyers, office workers, doctors—being welded into a gigantic working team. Wherever possible Air Reservists and Air Guardsmen work at their own skill, trade or profession, but many are learning new ones.

Standing ready to join the Regular Air Force in event of national danger are 15 Air Reserve flying wings and, additionally, many support units located at Air Force bases and municipal airports in key areas throughout the country. Assigned to these are over 640 aircraft. The support units include a myriad of aerial port squadrons, airways and air communications service squadrons, air rescue squadrons, navigation squadrons, medical and other units.

The Air National Guard is composed of 24 tactical wings and various types of flying and non-flying support activities. These units are located in the continental United States, Hawaii and Puerto Rico. The tactical wings are capable of performing missions in fighter-interceptor, air defense, tactical fighter and tactical reconnaissance. Non-tactical flying activities provide troop carrier, air transport and aeromedical transportation, while non-flying support comes from communications units of all types as well as weather flights.

How the employer can support the Air Reserve Forces...

—Grant his employees leave in addition to their vacations for annual Reserve tours of duty for training, special tours of duty or emergency duty, with full salary, or the difference between military pay and company pay.

—Establish and make known to his organizational associates, personnel policies designed to avoid company practices which might tend to discriminate against Reservists because of their military affiliation.

—Assist Reservists in making scheduled inactive duty drills and tours of active duty for training.

—Support Reserve activities through the use of such facilities as bulletin boards, meeting rooms, training aids, transportation, company news media, exhibits, and advertising in newspapers, radio, television and other media.

Leaders of Industry agree...

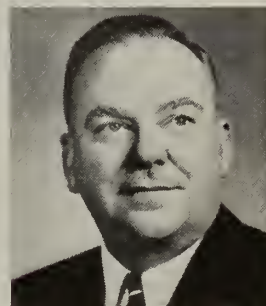
**Captain Eddie Rickenbacker, Chairman of the Board
Eastern Air Lines, Inc.**

"Defense of the nation is a personal responsibility and obligation for each of us. No one can ask his brother to stand guard for him—each man must contribute to our collective defense—to give our country the strength that will prevent another war. World War III could well mean the end of our way of life. Leaders of business and industry can make an outstanding contribution to our security by supporting the Air Force Reserve Program. Strength in the air is the keystone of today's defense structure. It can only be maintained with today's complex weapons by constant and continued training of manpower. Give the Air Reservist in your organization your active support, lend your bulletin boards, meeting rooms and other company news media for telling the Air Reserve story. Join in the many activities of our nation's business leaders who support the Air Force Reserve. This will be your least expensive but most productive defense investment."



**John A. Robertshaw, Chairman of the Board
Robertshaw-Fulton Controls Company**

"Broad oceans become narrow mill streams in terms of today's jet and nuclear methods of warfare. Our location on this globe may no longer be considered a justification for complacency in the adequate defense of the United States. The first line of our nation's defense are rings of jet fighters, backed by bombers standing ready to strike back—at any remote spot on the earth. American industry has demonstrated its ability to provide these weapons to the Armed Forces. Now, it is being called upon to provide the manpower to fly the planes and guide the missiles. To support our Air Force, we need men of the Air Force Reserve to be in constant readiness. This vital force is comprised of seasoned veterans—men who have completed one or more tours of active duty. It is for our country a low cost insurance program. American industry can invest in this program by encouraging Air Reservist employees to participate in active training elements, and also by cooperating with those who are already doing so."



**J. H. Doolittle, Lt. Gen. AFRes, Vice President (Retired)—presently Director,
Shell Oil Company**

"American industry must take an enlightened attitude in actively supporting this nation's Air Force Reserve program. An adequate, well-trained and well-equipped Air Reserve, working with the Regular Air Force and the other arms of the military establishment, provides additional strength to help us maintain the peace or to assure victory in the event of an enemy attack. The Reservist willing to give his time and efforts to assist in making this country the world's bulwark of strength for peace deserves the wholehearted cooperation of his employer. Many organizations, such as ours, today afford every encouragement to those of our employees who actively participate in Reserve programs. All businesses, large or small, can well consider such aids to the Air Force Reserve, in its defense role, as a sound and patriotic investment."



**Brig. Gen. David Sarnoff, USAR—Ret., Chairman of the Board
Radio Corporation of America**

"The American people should be made aware promptly and fully of the nature of the present cold war, the importance of our winning it, and the costs and sacrifices that it may entail. Our best and surest way to prevent a hot war is to win the cold war."

"Nevertheless, America must be constantly on the alert and continually strong on land, sea and in the air."

"The Continental Air Command, charged with direct responsibility for maintaining an Air Force Reserve second to none, deserves the unstinted support of business and industry in carrying forth its program of safety and security for all our citizens. The availability of trained manpower through the Air Force Reserve represents a bulwark for our freedom and the American way of life."



**W. Alton Jones, Chairman of the Board
Cities Service Company**

"A strong citizen Reserve for our Armed Forces is a primary national requisite. As part of the general national defense pattern, a well-balanced Air Force Reserve ranks high on the list of America's military essentials. Reliance upon such a Reserve is an American tradition, an important ingredient of democracy and of a strong and healthy nation. It deserves the wholehearted support not only of business, but of all citizens."



USAF Answers Resolutions . . .

Resolutions adopted at recent meetings held by the National Guard Association, the Air Force Affairs Committee of the Reserve Officers Association, and the Air Force Association, have called for top level policy statements. The most pertinent of these resolutions are summarized below with official comment by the Department of the Air Force:

- AFA and NGA want studies made at Air Force level with the idea of broadening participation of Air National Guard in its contribution to National Defense in the missile age.

USAF says it is studying the feasibility and desirability of AFNG in manning BOMARC sites. In view of statutory AFNG positions allocated to the Air Force, it is considered inappropriate and unnecessary to draw officers from the Air Guard to participate formally in the formulation of Air Force plans.

- NGA wants the strength of the Air National Guard stabilized at no less than 81,000.

USAF non-concurs in that AF requirements for Reserve units and individuals are determined annually on the basis of AF commitments and the ability of the active Air Force to meet them.

- NGA offers all possible assistance of AFNG to the Dep't of Defense for manning and maintaining such non-jet airliners as may become surplus to the needs of civil airlines and thus become a civil reserve airlift potential.

Joint Chiefs of Staff consider total airlift available to the military is adequate through 1960. AF is currently programming limited modernization of MATS aircraft inventories. It is impractical to purchase obsolete aircraft not designed to move outsized and special cargo. As more modern aircraft are procured by MATS, consideration will be given to assigning present MATS aircraft to the Air Reserve Forces.

- NGA wants to raise drill pay ceiling from 135,000 to 160,000.

Dep't of Defense previously advised that higher drill pay ceiling could not be approved at this time.

- AFA wants MATS modernized with jet and turboprop transport and cargo aircraft and the Air Reserve Forces to be equipped with more modern transport aircraft as soon as possible.

USAF says MATS is currently programmed for limited modernization. Aircraft modernization within the Air Reserve Forces is consistent with USAF policy.

- AFA wants an extension of Defense Reorganization Law which would provide a single promotion list for all ranks in all services and the ultimate goal of a single military service.

USAF says a single promotion list is not possible under existing law and would be impractical as long as the services are separately administered.

- AFA recommends to USAF and Congress that assignment of officers as Executive for Reserve Affairs and their staffs at Hq USAF and ConAC be restricted to Reserve officers called to active duty for four-year term for express purpose of filling such posts and that such tours be limited to one.

USAF says some AFNGUS officers are recalled to fill these positions because of necessity. There are adequate numbers of qualified Air Force Reserve officers on EAD to fill these positions. When this is no longer true, considerations will be given to recalling Reserve officers to fill these positions.

- ROA wants Office of Assistant Chief of Staff for Reserve Forces at deputy level.

USAF non-concurs. The recent reorganization of the Office of the Chief of Reserve Forces to a two-deputy system, one for AFNG and one for Air Force Reserve, substantially accomplishes the intent of this resolution.

see ANSWERS page 11

■ MAIL BAG from page 2

determined that a necessary document is missing every effort is made to obtain it. The reservist is contacted after all other sources are exhausted.

I recently received orders reassigning me to ISLRS. I am puzzled and would like to have ISLRS explained.

FJ

Huntington, NY

Reservists who fail to meet the minimum requirements for retention in an active status (15 earned points) are transferred to the Inactive Status List Reserve Section (ISLRS). While on Inactive Status List, Reservists are not eligible for inactive duty training, promotion, or awards of points.

I recently received copies of orders changing my Air Force Specialty Code from 322, Guidance Systems Officer to 323 Armaments Systems Officer. What was the basis for this change?

WR

St. Louis, Mo.

Air Force Manual 36-1, Officer Classification Manual, is constantly being revised. When occupational fields are revised, conversion actions are accomplished. Upon review and evaluation of an individual's qualifications and the Air Force Specialties concerned, reclassification is made to the Air Force Specialty which most accurately describes the individual's qualifications.

I was slated for discharge on 28 September 1956 but because I had 18 years satisfactory service I was given an extension of not more than 3 years to accrue the 2 additional years service required for retirement pay. I have now completed 20 satisfactory years. May I continue to earn points until 28 September 1959, or at least until the end of my current retirement year?

CD

NYC, NY

Your unit of assignment should accomplish your transfer to ISLRS on the day you complete the service needed for retirement pay eligibility. The proviso for retention in active status expires with completion of the service requirement.

As a member of the Air Force Reserve, how may I make application for enlistment in the Regular Air Force?

VTA

Jackson, Miss.

Reservists who wish to enlist in the Air Force or in any component of the armed forces should contact the recruiting office in their locality.

■ ANSWERS from page 10

- ROA wants expansion of unit mission of the Air Force Reserve to include long-range transport aircraft.

USAF says, consistent with requirements established for the Reserve, consideration will be given to equipping the Air Force Reserve with such aircraft as they become excess to active Air Force requirements.

- ROA wants utilization of captains in lieutenant air crew positions.

USAF says, under current policy captains may, at the discretion of the commander, ConAC, be so assigned if a unit survey determines a continuing requirement for the position and a continuing vacancy would affect the unit efficiency—and that effort to recruit lieutenants is unsuccessful. USAF says it will place this information into regulatory form.

- ROA wants the Air Force to re-institute the two-hour drill period for staff and instructor personnel.

USAF non-concurs since four hours is considered the minimum required to insure maintenance proficiency, and staff personnel, all of whom are volunteers, are performing job-proficiency training in the same manner as Reservists who perform training with their wartime unit of assignment.

- ROA recommends all group and squadron commanders, members of their staffs, and isolated flight commanders, be authorized inactive duty training pay even though they may not occupy a mobilization position.

Dep't of Defense directive of November 5, 1956, removed all standby Reservists from pay status, however, the commander, ConAC, has been authorized to permit continued training of Standby Reservists in these positions in Air Reserve Center units without pay.

- ROA wants to place Part III individuals in a pay status and to exert all efforts to raise the restrictions on over-all drill pay spaces.

USAF states that Part III individuals were removed only from drill pay status, not pay status (annual two-week tours). Part III individuals could be reinstated in drill pay status under the current 135,000 ceiling, but would be removed by end of FY 59 to make room for higher priority program elements. Dep't of Defense previously advised that request for higher drill pay ceiling could not be approved at this time.

No longer can "hot pilots," or "week-end warriors" aspire to high command without doing "book work." Cold war and "hot peace" have magnified the strategic problems with which Air Force executives, Regulars and Reservists alike, must become familiar in fulfilling contemporary and future demands of managing Air Force business.

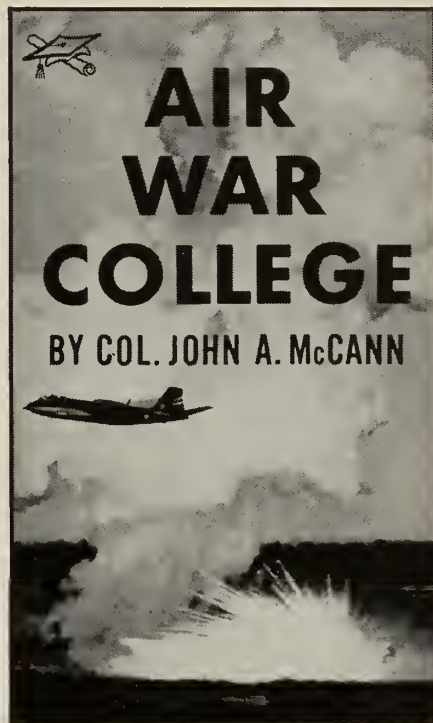
Dynamic changes in the weaponry of exploiting air space, as well as complex problems in the strategy of the command and employment of air forces preclude this. The central concept of the current USAF Reserve program means that either the Reserve officer is "ready" and "able" or he must plan to turn over his suit to younger or better informed officers. Such is the fundamental purpose animating the creation and operation of the Air War College Extension Course program.

Thousands Eligible

Some 450 Reserve colonels and generals—active and inactive—now avail themselves of the Air War College Extension Course. Thirty thousand active duty officers, and countless Reserve officers not on extended active duty, are eligible to take this five-year home-study version of the resident Air War College curriculum. Among its current student body are counted a U. S. Senator, a district federal judge, industrial executives, college professors, community leaders, and Reserve officers seeking to improve career potential.

As the senior correspondence course of the Air University, AWCEC offers its students the essence of the 10-month resident Air War College course. It is broken down into five volumes, each of which is text compiled from highly select readings and lectures.

The content is, of course, the heart of this course of instruction. Volume I is a systematic coverage of international relations, elements of world politics and the conception of force as an instrument of national policy. The second volume treats with major factors affecting current U. S. military strategy. Here the student analyzes elements of strategy, service doctrines and policies, organization of national defense, the non-military factors of strategy, and military requirements posed to the U. S. planner. In Volume III, current U. S. military strategy and capabilities are assessed in the light of the previous volumes. And, Volume IV, projects all knowledge thus far acquired into future U. S. strategy. This volume considers technical advances in weaponry and the



long-range objectives of the nation.

The final volume in the AWCEC is the thesis. After getting approval of a subject on a vital strategic problem of his own choice, the officer prepares his reasoned and documented thesis.

Education is often hard to yardstick in terms of concrete accomplishment. Obviously, motivated and ambitious officers are more inclined to become AWCEC students in the first place. Thus there is a high correlation between AWCEC success and career accomplishment. But there are specific benefits which accrue to any home study student, particularly in the Air Force. These may be listed as follows:

- Professional knowledge and skill.
- Increased mental capacity for problem solving.
- Expansion of career potential.

Since its beginning in 1949, there have been over a thousand enrollees in the Air War College Extension Course.

Enrollment for this top level correspondence course is open to officers of any component of the U. S. Armed Forces—including Reservists on inactive duty—in the grade of lieutenant colonel, or higher, with 13 years of commissioned service, or more. Interested eligible applicants should write to the Commander, Extension Course Institute, Gunter AFB, Alabama.

**Colonel McCann is the Deputy
for Extension Courses, AWC.**

EXERCISE CARIBOU CREEK—The joint Air Force-Army field training maneuver, named Exercise Caribou Creek, is to be held this month (Feb. 10-19) in the Anchorage, Alaska area. AFRes troop carrier aircraft of ConAC's 10th & 14th AFs will participate. Object is to provide Army and AF organizations individual and small unit training in cold weather reconnaissance operations. ConAC will provide airlift for TAC Support personnel between Shaw AFB, S. C. and Elmendorf AFB, Alaska and return. Fourteenth AF units participating are: 459th TCW, Andrews AFB, Md.; 302d TCW, Clinton County AFB, Ohio; and 328th TC Sq, Niagara Falls MAP, N. Y. At press time, these 10th AF units were earmarked for the exercise: 64th TC Sq., O'Hare IAP, Illinois; 440th TC Gp., Minneapolis-St. Paul IAP, Minn.; 434th TCW, Bakalar AFB, Ind; and the 442d TCW, Richards-Gebaur AFB, Mo.

514TH IN EARLY ENCAMPMENT—It's rumored that the Ops Plan for the 514th TCW "summer" encampment contained a page of weather predictions from the "Old Farmer's Almanac." At any rate, the New York based wing departed Mitchel AFB in 20 C-119s for the more moderate climes of Tennessee—precisely, Memphis Municipal Airport. During the training period January 18 to 31, the 514th engaged in the serious business of paratroops of men and equipment in exercises with the 101st Airborne Division at nearby Ft. Campbell, Ky.

GENERAL HALL TO SPEAK—The Air War College will have as its guest lecturer on Feb. 20, Lt. Gen. William E. Hall, ConAC commander. The general's subject—"Capabilities and Employment of the Air Reserve and Air National Guard"—is one of a series of lectures entitled "Current U. S. Military Strategy."

SOUTH CAROLINA AFNG DONATES BLOOD—Eighty-eight pints of blood were donated to the Richland County Chapter of the American Red Cross during a three-hour period on December 6 by members of the South Carolina Air National Guard. A mobile unit of the ARC visited Congaree AFB, near Eastover, S. C. for the donation, which was the first group effort by the South Carolina AFNG.

TC SQUADRON TO FORM AT MOBILE—May 8 is the date set for activation of the 78th Troop Carrier Squadron at Bates Field, Mobile Municipal Airport, Mobile, Alabama. The squadron will be manned by Air Technician personnel and will be a detachment of the 435th TCW, Miami International Airport, Miami, Florida.

JAGD PROGRAM—The combined legal flights A & B, 9207th AResSq, New York City, initiated a monthly "guest lecturer" program featuring key legal-type speakers. Scheduled programs include top military JAGD speakers of all services and prominent legal experts from civil life.

SPECIAL DELIVERY—Henceforth, New Jersey's 119th and 141st AFNG Fighter Interceptor Squadrons (108th F-I Wg) will be known as tactical fighter squadrons (SD)—for "Special Delivery". Assigned a nuclear mission by Hq. 14th AF, the units will employ such low altitude bombing techniques as "over the shoulder" and "toss bombing". This will be in addition to the 108th F-I Wing's mission of fighter-interceptor.



SHORT HOPS—Staying active in Reserve affairs are former ConAC commanders Lt. Gen. Charles B. Stone, III, and Maj. Gen. Willis H. Hale; also past AFNG commander Maj. Gen. Lawrence C. Ames. The three men, now on the financial and business scene in civilian life, have accepted advisory posts with the 2479th ARTwG in San Francisco . . . Colonel William J. Johnson, Jr., veteran of World War II and the Korean Conflict, is the new Air Reserve Technician Commander of Detachment #1, 445th Reserve Troop Carrier Wing, at Memphis Municipal Airport, Tenn. A Command Pilot with more than 5,000 flying hours, Colonel Johnson was former commander of the 155th Tactical Reconnaissance Squadron, Tenn. AFNG, as well as the last commander of the Air Force Reserve 319th Fighter-Bomber Wing, also in Memphis . . . Brig. Gen. Jacob H. Herzog, NY State Adjutant General, presented that state's Conspicuous Service Medal to 34 members of the 9073d AResGp of Albany . . . Members of the 631st USAF Hospital (R) at San Francisco's Fort Miley were recipients recently of the ROAs citation for 100% membership.

The 63d TCSq (R) at Selfridge AFB, Mich., won its second-in-a-row flying safety award from 10AF—this one for a six month-4,500 hours accident-free flying mark for period ending last Sept. 30 . . . The USAF Flying Safety Award went to the 442d TCW (R) at Richards-Gebaur AFB, Mo., for six months ending June 30. The wing is into its fourth year without a major aircraft accident . . . Col. Cecil C. Williams is the new deputy commander of the Air Reserve Records Center.

Air Reserve wives of the 2620th ARC, Columbus, Ohio, recently "manned" the Center recruiting booth, selling their slant on the Air Reserve story to wives of visiting non-Reservists . . . One day of a two-week tour for Capt. Ruth Lepshat of Portland, Ore.—chief nurse for 40th AeroMedSq,—proved heavy on itinerary. Her hospital plane departed Travis AFB for McChord, on to Fairchild at Spokane, next to Larson, then back to McChord, returning to Travis, and ending at McChord for the day—an eleven patient-thirteen hour day . . . Air Reservists are now serving active duty tours at Hq Chicago Air Defense Sector, an important link in ADC's Semi-Automatic Ground Environment (SAGE) system.

Maj. Ray S. Franzalia, 9341st AResSq in Los Angeles, Calif. earned the most fiscal year ('58) point credits thru ECI in squadron competition—273 hours of study for 91 Reserve points.

Air Reservists at the U. of FLORIDA are being educated...



by Lt. Col. Franklin Hibel

Not only can the Gainesville, Florida's 9886th Air Reserve Squadron be called "ready," but they're ready-made!

With over 75 per cent of the squadron strength composed of students and professors at the University of Florida, it is only logical they meet on the school campus.

Half of the 100-plus Reservists are students, while 18 are professors. Another ten are university employees.

Lt. Col. C. J. "Pete" O'Connor, squadron commander, said it best: "The availability of specialists in the many fields of endeavor in which the university group is normally associated has made available to the 9886th a tremendous pool of top flight professional instructors and speakers."

Since the population of greater Gainesville is 44,500 and the University of Florida has 12,304 students this year, it can readily be noted that much of the city's civic life is centered around the university.

A progressive and cultural center, Gainesville points with pride to its university, the largest land-grant institution of higher learning in the Southeast. The city is justly proud, too, of the 9886's educator-Reservists, who have gained national, and in some instances, international renown.

Talent Galore

The available talent can best be observed through the following capsule comments concerning four of the professors, selected at random:

Lt. Col. Frank E. Maloney, acting dean of the College of Law. Holds an L.L.B. with High Honors (U of Florida) and a B.A. (U of Toronto, where he also did graduate work in philosophy). He became a professor in 1950.

Col. Maloney has written many articles on law subjects. He has had such professional recognition as chairman, Equity Round Table Council, Association of American Law Schools, and advisor to the Florida Bar.

Col. Robert B. Mautz, dean of academic affairs. Holds an L.L.B. from Yale. Has a B.A. (Magna Cum Laude with Honors, Miami U, Ohio). He has served on the advisory board of *Journal of Legal Education*, and has been chairman, Southern Law Review Conference. Incidentally, both Cols. Mautz and Maloney have completed their residence requirements for J.S.D.

Lt. Col. Manning J. Dauer, professor of political science. He has been with the university 25 years, with time out—1942 to 1946—for military leave with the Army Air Force.

Col. Dauer authored two books, *The Adams Federalists*,

and one covering political *Scope and Method*. He has acted as consultant to congressional committees and is much in demand as a lecturer. The professor is also managing editor of the *Journal of Politics*, a leading political science journal circulating in the U. S. and in 50 foreign countries.

Lt. Col. Willard M. Fifield, provost for agriculture at the university. He holds a B.S. in agriculture (U of Florida) and an M.S. degree. He is a past chairman of the Committee of Nine (nine state experiment station directors), advisors to the Secretary of Agriculture on Regional Agriculture Research.

Col. Fifield has been a committee member of the Institutional Projects Abroad of the American Council on Education. Also indicative of his ability is the fact he was named "Man of the Year" in Florida Agriculture for 1955 by *The Progressive Farmer*.

A unit under the Jacksonville Air Reserve Center (2686th AResC), the Gainesville squadron was organized early in 1949. First commander was Lt. Col. James S. Latham (USAF Retired), now head professor of accounting.

The 9886th's legal detachment was the first in the 14AF geographical area at the time and one of the pioneer flights in the Air Force Reserve. Officially organized on September 12, 1949, the legal unit has developed a mock court-martial which has earned considerable praise from higher echelon.

Called Operation *Court-Martial*, the trial put on by the legal Reservists—professors and law students—is a model of military court procedure. So professionally proficient have the participants become in the mock court-martial, that they have presented their "show" on several occasions outside of Gainesville.

Regarding the squadron's degrees, take a reading of the following percentages: close to 30 per cent hold bachelors; over 16 per cent have masters; nearly 10 per cent carry Ph.D's, while approximately 6 per cent earned L.L.B.'s.

What have all these degrees got to do with the Squadron in general? Glad you asked that! The Gainesville Reservists are benefiting by instruction from number one instructors—instruction which would normally cost plenty of cash.

"In 26 years of military service," emphasized Col. O'Connor, "including a varied number of assignments from squadron to theater command level, the responsibility of command of the 9886th has been one of the enjoyable tasks of my military career."

"It is my opinion that our squadron," he concluded, "with its vast resources in manpower drawn from the University of Florida, is one of the outstanding Air Reserve squadrons within the structure of the Air Force Reserve and has the potential to meet many of the specialized requirements that may be needed in times of emergency."

No one has to have a degree to absorb the significance of that statement!

Lt. Col. Hibel, former editor of The Air Reservist, is the Jacksonville Air Reserve Center commander.



PRESENT INSIGNIA INAPPROPRIATE TO RESERVE MISSION... SO HERE'S YOUR CHANCE TO:
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WIN a ten day Vacation in Rio for two

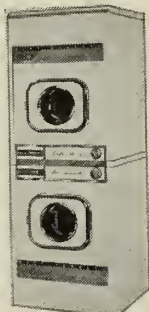
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Fly down to glamorous Rio in a new radar-smooth Super "H" Constellation aboard TSA-TRANSCONTINENTAL AIRLINES. The newest all express airline to South America. A luxurious trip on TSA with free meals and beverages. Accommodations with meals at Hotel Trocadero on Copacabana Beach. Begin and end your vacation with sight-seeing trips in New York City. Dinner at the famous "21" club and other exciting activities.

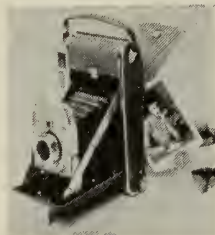
2nd and 3rd

WESTINGHOUSE DELUXE SPACE-MATES—AUTOMATIC WASHER AND MATCHING DRYER—A combination that washes and dries 16 pounds of clothes at a time, in a space 25-inches wide! Stacked (as shown), side by side, or as a built-in pair. Revolving agitator Laundromat washes cleaner, rinses better, even cleans itself. Matching electric dryer dries faster, fluffier with direct air flow.



4th thru 13th

POLAROID LAND CAMERA "HIGHLANDER" model—click the shutter, a minute later lift out your finished clear picture. "Highlander" Land Camera is lightweight and has only one dial to set for perfect exposure every shot. New Polaroid Land Picture Rolls for the "Highlander" model camera make the sharpest, wallet-sized prints ever.



14th thru 39th

MARTEX GIFT ENSEMBLE—Gift sets of Finesse, the best selling Martex patterned towel, with a retail value of five dollars. Each gift set contains one bath towel, one guest towel and 2 face cloths. The pattern is a check motif in color and white. The large checks are bordered in gold metallic yarn.



Rules:

- Contest open to all Air Force Reservists—not on extended active duty. Entries to be judged on *basic idea*, rather than *professional presentation*.
- Sketches or drawings must be on separate sheets of paper.
- Submit as many original ideas as you wish.
- Each drawing may be as complete as you can make it; or in pencil or pen renderings with appropriate color notations, if possible. If you can't draw or sketch then send in a narrative description of your idea.
- Include your name, grade, organization and address with each entry.
- Mail your entry to: Contest Editor, The Air Reservist, O.I.S., ConAC, Mitchel AFB, N. Y.
- All entries become the property of ConAC and will not be returned. ConAC reserves the right to change the accepted design as it sees fit.
- Contest closes midnight, Feb. 15, 1959. All entries must be postmarked prior to this date.

Judges:

Civilian

Robert Geissmann, chairman of the Air Force Committee, Society of Illustrators
Lester Beall, Internationally known Industrial Designer, former advisor on design to the Air Force
Milton Caniff, Illustrator, cartoonist, creator of Steve Canyon

Military

Maj. Gen. R. A. Grussendorf, asst. chief of staff for Reserve Forces, USAF
Lt. Gen. William E. Hall, cmdr., Continental Air Command
Col. Jess Nettles, chief, Awards Branch, USAF

New Units Under ART: USAF has approved complete civilian operational concept for the following ConAC installations, to be completed by 4th quarter, FY60: Long Beach IAP, Calif.; Bakalar AFB, Ind.; Dallas NAS, Texas; W. Hare IAP, Ill.; Grenier AFB, N.H.; Greater Pittsburgh IAP, Pa.; and Memphis MAP, Tenn. Under the program these installations will be operated in support of Reserve training, utilizing the Air Reserve Technician element of Reserve troop carrier units, augmented by Civil Service employees as required by the local situation. Military air base units will be phased down and discontinued prior to end of FY60. In order to restrict the primary mission to Reserve training, Hq. USAF has authorized discontinuance of area support responsibilities, with limited exceptions.

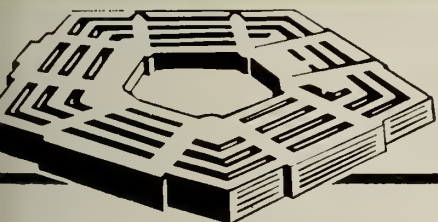
★ ★ ★

CAP Staff Reassigned: Some 250 Air Force personnel and civilians on duty with the Civil Air Patrol have been transferred to ConAC. USAF active duty members and civilian employees are assigned in liaison and personnel jobs with CAP throughout 52 wings and eight regions in the U.S., Puerto Rico, and Hawaii. Approximately 100 of the reassigned personnel are on duty at CAP headquarters in Washington, D. C. The transfer involves no moves of personnel affected.

More Airdrops for ConAC Crews: Increased utilization of ConAC crews qualified in airborne training is in the offing as an augmentation of Tactical Air Command's support of Army training. Increased overseas airlift requirements laid on TAC have reduced its capabilities. It is anticipated that this reduced capability will continue in the immediate future in view of conversion and modernization programs undergoing within TAC. Support to Army airborne unit training exercises will be drawn heavily from *Swift Lift* crews and regular weekend training activities.

★ ★ ★

Major Promotions Due: Air Force Reserve majors not on extended active duty with a promotion service date of June 30, 1953 or earlier, will be considered for promotion to lieutenant colonel by a selection board which will convene at Air Reserve Records Center March 2-6. Officers eligible for promotion consideration are authorized and encouraged to submit a letter to the selection board, containing any information they desire to be considered in their behalf. Letters should be addressed to the President, AF Promotion Selection Board, Air Reserve Records Center, 3800 York St., Denver 5, Colo., and arrive not later than Feb 15, 1959. The board is scheduled to consider approximately 1,100 nonactive duty majors for promotion.



Pentagraphs

ECI Note: The Extension Course Institute says its system of maintaining student records has slowed down and will continue so until April. Explanation: It is installing a new electronic data processing system and should improve its service after April when it begins using an electronic tape system to process enrollments, examination solutions and correspondence . . . There's also been a change in the diploma eligibility procedure. Instead of determining diploma ineligibility by the number of examinations failed in proportion to the number of volumes in a course, ECI will now determine eligibility by computing an average grade for the entire course. An average grade of 70 must be maintained.

★ ★ ★

AGD Appointment Information: Air Training Command, which now has procurement jurisdiction of Air Force Reserve Judge Advocate General Department officers, has requested that queries and applications for appointment in AGD not be sent to ATC. Such correspondence should now be forwarded to Commander, 3500th USAF Recruiting Wing, Wright-Patterson AFB, Ohio.

★ ★ ★

ECI Form 26: Air University says many Reservists are doing themselves a disservice by failing to submit duplicate copy of ECI Form 26 to the custodian of their field personnel record for proper point credit. Air U. points out that the extent of this failure is not usually realized until points are tabulated at the end of retirement years.

CAP Taking Air Traffic Pulse: The newly created Federal Aviation Authority enlisted the aid of the Civil Air Patrol in a 16-day air traffic survey which began January 8. Covering 245 civilian airports in 21 states hundreds of pilots were interviewed in cockpits, at base operations and other locations by high-school-age CAP Cadets. Questions asked were: take-off time, cruise altitude, speed, destination, landing time, aircraft type, purpose of flight and other pertinent questions. The survey applied to civil as well as transient military craft. The data obtained by the CAP interviewers is being translated into mathematical formulas by electronic data processing machines to simulate aircraft activity patterns. A follow-up survey will be conducted during the peak summer period this year. CAP was selected for the honors because of its national organizational make-up and its ability to mobilize large numbers of people in a minimum of time from its cadets.

★ ★ ★

Wait on Summer "Blues": USAF says the much discussed lightweight Shade 84 *blue* uniform is a couple of years away. The familiar Shade 193 *silver-tan* will be the official summer garb until the end of the 1960 season. If any change is planned for the summer of 1961 word will be passed during late 1959 or early 1960. In a cautionary note, USAF warns all concerned that no approval certificates have been granted to manufacturers for the lightweight Shade 84 garment to be used for summer wear.

DEPARTMENT OF THE AIR FORCE
THE AIR RESERVIST
AIR RESERVE RECORDS CENTER
DENVER 5, COLORADO
OFFICIAL BUSINESS

Form 3547 Requested

USAF Periodical 30—1
No. 30H 2-59: 393,404



Meet Miss 9405th AResSq, Yakima, Wash., representing the nation's Outstanding Air Reserve Squadron for 1957-58. She's Donna Troutman.

RESERVE CAMERA



Air Reservist Gene Raymond, screen and television star, has colonel's "eagles" pinned on by Maj. Gen. Alfred E. Kalberer, deputy comdr 15th AF, March AFB, California. Colonel Raymond is a qualified jet pilot.



Puerto Rico's newly appointed adjutant general, Brig. Gen. Juan Cordero is met by Lt. Col. Alberto A. Nido, comdr of PR's 156th Fighter Gp (AFNG) after a one-hour T33 plane ride—his first time.



Richard Falk, of Falk Corp., Milwaukee, Wisc., donates a trophy for use as Outstanding Reserve Group Award to Col. R. Benson, comdr 2481st ARTWg and Lt. Col. F. Whatley, comdr 2654th Air Reserve Center.



This is the new home of Washington, D.C.'s AFRes flying unit, the 459th TCW, Andrews, AFB, Md., commanded by Brig. Gen. Ramsay Potts, Jr. The new building will be used to train 1,200 Air Force Reservists.

623.7405
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Ref.

THE AIR

Reservist

MARCH 1959



MINUTE MEN
IN PANAMA



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UNIVERSITY OF ILLINOIS



I was recently transferred to the Retired Reserve Section and placed on the Reserve Retired List in the grade of Colonel. What is my correct military title?

E.M., Chicago, Ill.

The correct military title to be used by personnel on the Reserve Retired List is "USAF Reserve (Retired)."

I am a Reserve officer presently serving on active duty as a Staff Sergeant. I have been studying through the Extension Course Institute, and submitting the Certificates of Completion to the Air Reserve Records Center; however, I do not always receive credit for them.

NC, Philadelphia, Pa.

A review of your records indicates ECI Forms 26, Certificates of Completion, have been received under your name and service number as an Airman. Since you are a Reserve Captain, all documents and correspondence forwarded to the Air Reserve Records

see MAIL BAG page 10

THE AIR Reservist

VOL. XI—NO. 3 MARCH 1959

AIR FORCE RESERVE AIR NATIONAL GUARD
CIVIL AIR PATROL

Lt. Gen. William E. Hall
Commander, Continental Air Command

Col. Blake C. Miller
Chief, Office of Info. Svs., ConAC

EDITOR

Lt. Col. Joseph H. Friedmann

ASSOCIATE EDITOR

Fred E. Giachino

STAFF WRITERS

Earl E. Lane and A/1c James A. Bergeron

The Air Reservist is an official publication of Continental Air Command approved by the Secretary of the Air Force, in accordance with Public Law 476, Section 259, 82nd Congress. This law directs the dissemination of complete and up-to-date information of interest to the Air Reserve Forces.

Editorial Office: The AIR RESERVIST
OIS, Hq ConAC, Mitchel AFB, NY

The Material contained in The Air Reservist is listed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by the Secretary of the Air Force and the Director of the Bureau of the Budget 23 July 1958.

Streamline Flying Units

Fourteen of ConAC's 15 troop carrier wings will undergo reorganization on or about April 8, 1959 in a move to streamline the structure of Air Force Reserve flying units. The change is designed to relieve tactical squadrons of all responsibilities, other than maintenance of operational readiness, and to provide the gaining command with a mobile striking force ready for immediate deployment at all times. One wing, the 445th TCW (Assault), Dobbins AFB, Ga., underwent reorganization in September of 1958 when it converted from C-119 *Flying Boxcars* to C-123 *Providers*. The reorganization of the remaining wings will not involve a change in aircraft type.

While reorganization of the troop carrier wings may be presumed to be extensive, the functions and spaces in units programmed for inactivation will be incorporated into the remaining wing elements and into new units to be activated. Consequently, it is not anticipated that there will be personnel losses; some areas will gain additional spaces.

Within each wing, the following units will be inactivated: troop carrier group, and maintenance and supply group headquarters; and field maintenance, food service and communications squadrons.

To be activated will be a consolidated aircraft maintenance squadron, with concurrent assignment to the troop carrier wing of corresponding number; and an operations squadron with concurrent assignment to the air base group of corresponding number.

Reorganization will be made within the wing elements that remain, and will consist primarily of a readjustment to absorb and utilize essential functions and spaces left surplus because of inactivation. Tactical squadrons and tactical hospitals will come under the wings. Air base groups will be reorganized under the wings, and composed of air police, installation, transportation, operations and supply squadrons.

Individual Training Change Status

The February issue of *The Air Reservist* (page 6) announced that the Reserve Individual Training Program was undergoing readjustment under ConAC Supplement 1 to Air Force Regulation 45-19, dated 23 December 1958. The regulation directed minimum strength of 100 Air Force Reserve personnel for each *Individual Reserve Training Squadron*. ConAC Supplement 1 directed implementation by July 31.

While the February *Air Reservist* was on press, ConAC rescinded its Supplement 1. Pending publication of a new supplement to AFR 45-19, numbered Air Force commanders were advised that implementation of that regulation may be held in abeyance. It is expected that the new ConAC supplement will not be issued before late April or early May. It is reasonably certain that ConAC directives will not require implementation earlier than July 1, 1959.

Activation of Medical Units

Nineteen Air Force Reserve medical units are scheduled to begin activation in early April 1959. Ten new Casualty Staging units—equipped to care for approximately 5,250 bed patients—and nine Aero Medical Evacuation units will be located at and supported by 19 Air Reserve Centers throughout the country. Manned by over 2,600 Air Force Reserve personnel, 647 officers and 1,970 airmen, the medical units will augment Regular USAF medical services in event of mobilization. About 25 active duty USAF officers and airmen will be assigned throughout the units as medical advisors. Air Reserve personnel assigned to these Category A units will be authorized 48 duty training periods and a 15-day active duty tour annually.

Augmenting the 10 Air Reserve hospitals which were established in April 1957 with a total 6,000-bed patient capacity, the units being

see MEDICAL page 6

COVER: Part of crowd of 30,000 who witnessed the precision jet aerobatics of the Colorado Air National Guard's Minute Men at Albrook Field, Canal Zone. For complete story of Central American Tour, see page 13.

THE RESERVISTS' ROLE IN...

SAC

by Gen. Thomas S. Power
Commander Strategic Air Command



The calendar shows us near the close of a decade of astounding advances in military concepts, technology, and responsibilities. The eternal, unsolved problem of world peace hovers as formidably on the horizon of civilization as it has since nations first quarrelled and settled their differences peaceably or through resort to physical conflict.

Strategic Air Command is charged with a major share in the deterrence of global nuclear war—the final, irrevocable choice of an aggressor who seeks to crumble the foundations of democracy. SAC's primary mission remains, as it has since the command's inception in 1946, the maintenance of a force-in-being capable of retaliating so swiftly and with such tremendous destructive power that an aggressor will realize attack upon this nation can result only in total elimination of his industry and economy and much of his culture.

Second only to this concept of deterrence through unmatched and ever-alert strength is SAC's mission in the event of war—to mount simultaneous retaliatory nuclear attacks from bases spread across the world which will destroy both the enemy's capacity and desire to wage war. In this age of the supersonic nuclear bomber and the approaching era of missiles with incredible speed, it has become clear that the decision phase in war, if war comes, will be reached within a matter of a few hours. With the advances looming ahead in the future, this decision time will be narrowed to minutes.

Clearly, SAC must be prepared to conduct combat operations with intensively-trained personnel presently on active duty status. There will be no time, in the event of war in the jet and missile generation, to summon personnel from active or inactive Reserve ranks to compose or blend into the front-line fighting force.

Support Areas Vital

Obviously, then, Reserve personnel want to know how they fit into SAC's framework. What role may they assume, in their part-time status, in SAC's vital mission?

The answer generally may be summed up in one word—support. In the event of sudden general war, Reservists could not and would not be counted on to join the active retaliatory combat forces. They will not man the B-47, B-52, and later-model bombers, nor will they be charged with responsibility for launching the missiles which soon will be merged into the command's arsenal. And yet, through service in the myriad of support areas so vital to SAC's deterrent posture, these Reservists add their important contribution to America's strength for peace.

A major portion of Mobilization assignments within SAC lie within activities of combat support organizations. These include the vital support roles of medical services, supply, transportation, and installations, among others. M-Day assignees make valuable contributions to all these fields within the command.

SAC, at this time, is well-manned in Reserve personnel

in virtually every field except medical services. The command constantly is seeking Mobilization personnel with AFSC's in all phases of medicine, and allied sciences, to complement its active duty manpower. Nurses, physicians, clinical laboratory technicians, aviation physiologists, psychologists, sanitation specialists—all these fields absorb Mobilization assignees eagerly and put their services to rapid and important use.

But medical specialists compose only a small portion of SAC's Reservist strength. M-Day assignees are drawn from almost every walk of life, every trade, every profession, every business and industry. Schoolteachers aid in establishing training programs for base military personnel throughout the command. Heavy equipment operators assist installations activities. Business men lend their talents to developing and refining new concepts of command management. Specialist and non-specialist alike, Reservists contribute significantly to SAC effectiveness.

Desire + Ability = Accomplishment

One of the many factors which enhance the Mobilization assignee's value to SAC is the frequent desire and ability to accomplish work beyond that required of him. Two examples will serve to illustrate the desire of some Mobilization assignees to extend their efforts beyond requirements of their positions.

A civilian airline pilot, holding a Reserve appointment as colonel, recently conducted on his own time extensive research into jetstreams and furnished the command with valuable information. This same colonel also conducted long studies into aspects of celestial navigation, adding to the Command's store of knowledge of that system.

Last year, a WAF Reserve captain assigned to the personal affairs office at SAC's Fairchild Air Force Base in Washington heard through civilian news media that an accident near that base had cost 13 lives. Although she had just completed her two weeks' active duty tour, the captain returned immediately to Fairchild and aided the personal affairs office for two weeks, without compensation, in resolving the host of tragic problems arising from the crash.

In conclusion, it is imperative to point out the great amount of intangible good which Mobilization personnel may contribute to the welfare of SAC merely by serving as representatives of the command in the public eye. To remain effective, SAC's deterrent power must be known and accepted not only by potential aggressors but by the American public as well. The active Reserve officer or enlisted man, while he wears the civilian clothing of his chosen career, has an excellent opportunity to act as a "salesman" for SAC in his constant contact with men and women outside the command. The impressions of SAC, its people, its mission, and its capabilities which the Mobilization assignee can leave with the citizens of this nation can prove invaluable both to the command and the United States Air Force.

New Missions?

Speaking before the Air War College at Maxwell AFB, Ala., last month, Lt. Gen. William E. Hall, ConAC commander, declared that while the missions of the Air Reserve Forces are already of very sizeable magnitude, no opportunities are being overlooked for making their present and potential services even more valuable.

The general pointed out that the possibility of utilizing Air National Guard and Air Force Reserve personnel in the manning of Bomarc missile sites in various parts of the nation is under study. He stated that he believed the manning of these sites by Reserve personnel in their own home communities may prove to be more effective than manning by members of the active establishment. "Still another possible emergency mission which is only in the suggestion stage," Gen. Hall added, "is that of Reservists being responsible for the guarding and rehabilitation of civilian airports in event of attack or threat of attack."

Entries Hit 3,000

It's all over but the final judging and the announcement of the lucky winners in the contest to select a new Air Force Reserve Insignia.

With over 3,000 entries received at press time, an anticipated record entry will be considered by the contest judges.

Winners of the 39 prizes listed in the Dec., Jan. and Feb. issues of *The AIR RESERVIST*, will be notified by mail as soon after the final judging as practicable. Because of the extra large number of entries received, and the special effort indicated by the quality of the entries, an additional 100 contestants will receive Honorable Mention certificates. Names of all winners, including the Honorable Mention list, will appear in the April issue of *The AIR RESERVIST*.

The difficult and important role of selecting the contest winners will be the responsibility of the following distinguished panel of judges: Robert Geissmann, chairman of the Air Force Committee, Society of Illustrators; Lester Beall, Internationally known Industrial Designer, and former advisor on design to the Air Force; Milton Caniff, illustrator, cartoonist, and creator of Steve Canyon; Maj. Gen. R. A. Grussendorf, asst. chief of staff for Reserve Forces, USAF; Lt. Gen. William E. Hall, cmdr., Continental Air Command; and Col. Jess Nettles, chief, Awards Branch, USAF.



Miss Sheila Maxwell, secretary for *The AIR RESERVIST*, sorts a few of the 3,000 entries submitted for the Air Force Reserve Insignia Contest.

COMING EVENTS

MARCH

ConAC's "Business & Industry Support Month"

APRIL

Southeastern Region, CAP, Annual Regional Conference, Ft. Lauderdale, Fla., April 16-19.

AFA's Sponsored World Congress of Flight, Las Vegas, Nev., April 12-19.

MAY

ConAC's "Recruiting Months," May-June.

Air Reserve Forces Policy Committee Meeting Hq USAF, May 4-6.

Fire Power Demonstration, Eglin AFB, Fla., May 5-10.

Armed Forces Day, Andrews AFB, Md., May 9.

Armed Forces Day, nation-wide, May 16.

JUNE

ROA Nat'l Convention, Denver, Colo., June 24-27.

CAP's Nat'l Aviation Education Workshop, Montana State Univ., Missoula, Mont., June 29-July 31.

First Commencement, Air Force Academy, Colorado Springs, Colo., June 4.

10th Anniversary—"The Air Reservist."

ROA Resolutions

The Air Force Affairs Committee of the Reserve Officers Association held its mid-winter meeting in Washington, D. C., on January 30, 1959. The Committee again confirmed its support of a separate Air Force Reserve budget; drill pay for all Individual Training group and squadron staff officers; increased emphasis on 4th Dimensional Warfare; drill pay for Part III Mobilization Assignees, and lifting of the present Air Force Reserve drill pay ceiling.

The Committee also submitted the following resolutions to the ROA National Council for final approval: Provision of Civil Defense units in the Air Reserve Forces' roles and missions; commendation of ConAC's Individual Training Division for the command and general staff courses given at Reserve Centers; liberalizing the policy of, and giving commanders more discretion for approving authorized absences—including bona fide business commitments—from scheduled drills and to publicize the more liberal policy; increase Air Reserve Technician authorization of certain unit training organizations; and support continued need for MATS as presently constituted.

DOD Reserve Awards

Although recommendations for Department of Defense Reserve Awards are no longer being accepted, several recommendations were still in process when the phase-out date, December 31, 1958, was announced. The following civilian companies will soon receive DOD Reserve Awards: Russell Miller Milling Co., sponsored by 9699th AResSq, East Alton, Ill.; Shell Oil Co., and Shell Chemical Corp., sponsored by Det #2, 2578th AFRC, New Orleans, La.; Standard Oil Co., Woodriver, Ill., sponsored by 9600th AResSq, Detroit, Mich.; Williams Meat Co., Inc. and Western Auto Supply Co., sponsored by 9718th AResSq, Kansas City, Mo.

EAST TENNESSEE RESERVISTS PROVE

by Lt. Col. Clyde O. Carpenter, Jr., AFRes

To a scientist the above formula will prove baffling, but almost every Air Force Reservist in East Tennessee has participated in proving it correct. Their answers and methods would vary, but the results would be the same.

Written out the equation is:

$$\frac{\text{Business} + \text{Industry} + \text{Institutions}}{\text{Understanding} + \text{Contribution}} = \text{Better Reserve Programs}$$

Scattered throughout the hills and valleys and mountains of East Tennessee, some 500 Air Force Reservists, assigned to the 2685th Air Reserve Center of Knoxville, are making this idea work for them and their programs. The area stretches from Mocassin Bend and Lookout Mountain in Chattanooga, to Bristol, Tennessee—Virginia; and from the Great Smoky Mountains to the Cumberland Plateau, encompassing the Northeastern portion of the Tennessee Valley including the Atomic City—Oak Ridge.

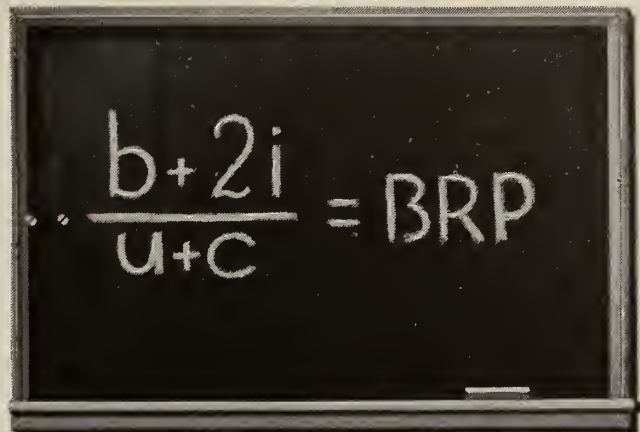
Dotted throughout the area are many industries, both large and small; and many institutions of higher learning, large and small. The area is also blessed with a spirit of co-operation and particularly where the Air Force Reserve Program is concerned. This co-operation did not "just happen." Co-operation came after there was an understanding of the Reserve Program by business, industry, educational leaders and management.

Reservist's Contributions

The understanding was not easy either. This came only after these key people realized that the Air Force Reservists were contributing to the communities as a unit and as individuals. The place, purpose and results of individual and collective efforts of Reservists were made known to these leaders. An interest was immediately shown in most instances.

Most people like to help those who help themselves. It is no secret that many times in the past Reservists have had to help themselves to keep their programs, interest and morale. Help was needed and obtained!

Now for some specifics. In the field of **Education:** The University of Tennessee, Knoxville, has furnished meet-



ing rooms, equipment, speakers, and consultants. As an example—Dr. Lawrence O. Haary, Professor of Education, spent an entire Saturday afternoon during January (for the second time in a year) with Reserve instructors discussing "Teacher-Student Problems" and "How to Increase Student Participation."

Tennessee Poly-Technical Institute of Cookeville furnishes, free of charge, a permanent room for flight meetings, and two classes, for assistance to instructors. East Tennessee State Teachers College, Carson-Newman College, Tusculum University, Lincoln Memorial University, Milligan College and Maryville College all serve and aid the Air Force Reserve program in upper East Tennessee. The University of Chattanooga and two Squadrons are now jointly conducting a course in air transportation for teachers. These classes are held in the Air Force Reserve quarters in Chattanooga.

In **Business and Industry:** The Knoxville Chapter of Society for Advancement of Management has continuously offered their service to training programs. Speakers and panelists have been furnished many times on many subjects, such as: Labor and Management, Banking, Production Planning, Personnel Problems, Sales vs Production, etc. These speakers are in management from such firms as: Rohm and Haas, Aluminum Company of America, Foote Mineral Company, Robertshaw-Fulton, Knoxville Utilities Board, etc. Plant visitations have been made by Air Reservists to all the above plants and to many more.

In Oak Ridge, the Union Carbide Nuclear Company has been an ardent supporter of the AF Reserve program. Working with the Oak Ridge National Laboratories, seminars have been held, speakers furnished and rooms and equipment made available.

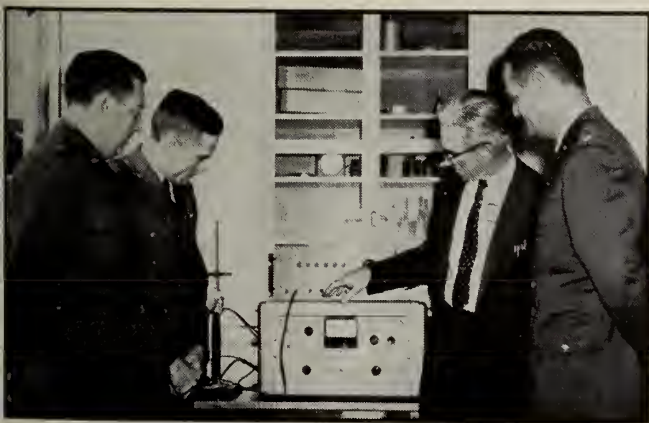
The North American Rayon Company furnishes quarters for the Elizabethton Flight. Tennessee Eastman Corp., Combustion Engineering, American Enka Corp., and many other industries and businesses are interested and assist in bettering the Reserve Training Programs.

The Reservists contribute, too. A good example of this resulted from a study made by an Advanced Management Class on "What New Industry Wants to Know About a Community." Included in the report was taxes, all types; site locations available; transportation facilities; utilities, water, gas and power, and rates; manpower available; training facilities available; and related subjects. This small group of the class made their information available to the local Chamber of Commerce and offered their services. The offer was accepted!

Plans are now being readied to let each community in

see **TENNESSEE** page 6

Col. Carpenter, commercial manager of the Knoxville Utilities Board, is Instructor of Advanced Management Class at the 2685th AResC.



Oak Ridge offers opportunities for East Tenn. Air Reservists. Lt. Col. Wilton Osborn (r) and squadron members being briefed at Oak Ridge Nat'l Labs.

Postal Matches

The first Annual All-ConAC Air Reserve Small Arms Postal Matches—open to approximately 62,000 *Ready Reservists* throughout the nation—has been announced by Headquarters Continental Air Command.

Complete instructions and ample targets for pistol and small bore rifle courses will be distributed to all units in the field on or about March 15. Ready Reservists desiring to participate will obtain their targets and ammunition from their units of assignment, and complete the prescribed courses at the nearest target range, civilian or military. After certification by a qualified range officer, civilian or military, the targets will be returned by mail to Headquarters ConAC where a board of officers will check and record the scoring. Deadline for return of targets to ConAC is May 1.

As further encouragement to many competitive shooters, participants are authorized to use their personal weapons.

Reservists with the top fifteen scores in each of the pistol and small bore rifle competition will become eligible to participate in the 1959 All-Air Force Rifle and Pistol Championship Matches to be conducted at Lackland Air Force Base, Texas. The Pistol Matches are set for June 8 to 13, and the Small Bore Rifle Matches June 26 to July 22, 1959. Outstanding competitors will also be selected to represent the Air Force Reserve at the 1959 National Rifle Association Matches at Camp Perry, Ohio, in August.

All Reservists who participate in ConAC's *Postal Match* are authorized a maximum of two training points. Reservists selected to compete in the All-Air Force Matches and/or the National Rifle Matches will receive pay, transportation, and entry fees at government expense.

■ TENNESSEE from page 5

East Tennessee know what the Air Force Reserve Program means to that specific community. Using Morristown as an example, the community will be told that: The Morristown Flight consists of 14 Air Force Reserve Officers and 14 Airmen, of which only 5 are on a paid training status; that this group will attend over 600 hours of classes with over 620 hours of preparation; that these Reservists will improve themselves as well as aid the National Defense status by their study and application; that the estimated annual civilian income of this group is \$143,300, which is an average of \$7,906.00 per person; and that 14 of the 18 are married with a total of 31 children; that 17 out of 18 have a high school education; 11 out of the 18 are college graduates with a total of 22 degrees and the average educational level for the 18 is extremely high, being $5\frac{1}{4}$ years of college.

Add to this a few more personalized bits of information: that 60 per cent belong to Civic Clubs; 50 per cent have responsible church positions; and that 11 have had some part in civic and/or welfare projects within the community. Add another factor—an understanding of the reason, purpose and plans of the Air Force Reserve Program. The more people know about our Reserve Program the better the program will become.

These are some of the reasons that the formula at the beginning of this article makes sense to the Air Force Reservists in East Tennessee, who know that: Business, Industry and Education will co-operate and assist in making the Air Force Reserve Program better, *IF* there is understanding of the program and the problems and *IF* the Air Reservists contribute their fair share.



SSgt. Willis Beauchamp, AFRes., receives Distinguished Flying Cross from Brig. Gen. J. O. Bradshaw at Bakalar AFB, Ind., ceremonies.

A harrowing experience one night last May has won for S/Sgt. Willis J. Beauchamp, AFRes., of East St. Louis, Mo., the *Distinguished Flying Cross* for heroism and extraordinary achievement in the air. This is believed to be the first instance where an Air Force Reservist, not on extended active duty, has received this award.

On a weekend training mission with the 73d Troop Carrier Squadron, Scott AFB, Ill., Beauchamp was crew-chief of a C-119 *Flying Boxcar* which jammed its nose wheel on take-off. With a crash landing imminent, four and a half futile hours were spent by himself and other crew members trying to get the gear down. As fuel ran low, Beauchamp, 6,000 feet up, without a parachute and only a thin strap holding him, crawled into the nose well. Twenty minutes later he freed the gear and the craft made a safe landing.

"The whole crew did a real fine job of clear thinking," said Lt. Col. James P. McDonough, 73d TCSq commander.

Crew members who assisted during the emergency were Capt. Lloyd M. Clore and Dewey H. Ferrell, Jr., and 1st Lts. Baltasar Luna and Ben R. Duffy.

The only other record of a DFC award to a member of the Air Reserve Forces (not on extended active duty) was the recent posthumous award to Capt. John T. Ferrier, Colorado Air National Guard (story in Aug. 1958 issue).

■ MEDICAL from page 2

organized will include: *Aero Medical Evacuation Groups*: Third, Sacramento, Calif.; Fourth, Selfridge AFB, Mich. (with Det. #1 at Minneapolis-St. Paul IAP, Minn.); and Seventh, Greater Pittsburgh Airport, Pa. *Aero Medical Evacuation Squadrons*: 45th, Richards Gebaur AFB, Mo.; 46th, Chanute AFB, Ill.; 47th, Minneapolis, Minn.; 34th, Brooks AFB, Texas; and 37th, Miami IAP, Fla. *Casualty Staging Groups*: 8480th, Scott AFB, Ill., and 8479th, Philadelphia, Pa. *Casualty Staging Squadrons*: 39th, Seattle, Wash.; 41st, Phoenix, Ariz.; 42d San Diego, Calif.; 44th, San Jose, Calif.; 31st, Denver, Colo.; 32d, Ellington AFB, Texas; 38th, Barksdale AFB, La.; and 33d, Newark, N.J.

BUSINESS & INDUSTRY **in support of Air Reserve program**

Lt. Gen. William E. Hall, ConAC commander, recently wrote to more than 500 Presidents of national industrial and manufacturing firms inclosing a booklet and kit designed to help supervisory personnel understand the problems of the Air Force Reservist, and to point out ways in which business and industry can aid these dedicated people.

The early response indicates a definite interest and continued support of policies to encourage Air Force Reserve participation. Extracts from some of these replies to General Hall are shown below.

... We hope to use some of the material, and the theme of your Air Force Reserve booklet, as a story in a forthcoming edition of our management publication. In this manner, we can tie the message directly to our military benefit policy. You may rest assured that the Air Force Reserve program, as well as the other military reserve programs, have our continued support in their important contributions to our nation's defense. Thank you for forwarding the material to us...

D. R. McKay
International Business Machines Corporation

... I am happy to be able to tell you that we have for many years had clearly stated Company policies aimed at encouraging participation of employees in the Air Reserve. These policies have long since been made clear to all supervisory personnel... You may be assured that this Company will continue, as in the past, to support Air Force Reserve programs enthusiastically...

E. F. Scoutten
The Maytag Company

... This Company's policy regarding participation in any reserve organization of the government on the part of its employees is to pay them any amount by which the salary rate they earn from the company exceeds the pay they receive for reserve duty. This refers to the relatively short course of duty that reserve service requires. The limitations on eligibility for such payment is one year's service with the company...

J. H. Neufeld
The Pillsbury Company

... You will be interested to know that Kodak is continuing its provisions for Kodak people on temporary duty with the reserve forces. These include the granting of three weeks' leave in any year which does not count against vacation eligibility, and allowances for these absences equal to the difference between the individual's military pay and his regular earnings at Kodak. At the

present time, it is estimated that we have on our payroll about five hundred people active in the various reserve groups...

A. K. Chapman
Eastman Kodak Company

... We are very happy to be able to state that Gulf has for many years supported the Reserve Programs of the various components of the Armed Forces. We allow our reservists up to 15 days a year in addition to regular vacation and during this period, we pay the difference between regular salary and the amount paid by the government. We sincerely believe this policy to be in the best interests of our Company and the nation...

A. J. Hartman
Gulf Oil Corporation

... At present, Reaction Motors Division supports a policy that encourages and promotes Air Force Reservists to actively participate in necessary training activities. For that matter, the official policy, practice, and procedure is an integral part of the Management Manual which has division-wide distribution... As an essential part of defense industry, we are more than happy to cooperate in any way possible with the military establishments and particularly with the various reserve components...

Thomas H. Johnson, Jr.
Reaction Motors Division
Thiokol Chemical Corporation

... Since before World War II, we have allowed employees who belong to active military and naval reserve units to take their annual training duty in addition to their regularly earned vacation. Where an employee's military pay is less than his company salary, we make up the difference during his training duty, to protect him from a reduction of income... We are glad to be able to say that our employees are contributing their share to the reserve program of all the armed forces...

L. H. Watson
Smith Kline & French Laboratories

... Our Company feels that employees who are members of the Reserves of the Armed Forces are rendering a service essential to the safety of our country. It has, therefore, been our policy to grant leaves for those of our employees who are ordered to participate in short term active duty training. This policy is known to our employees and we plan to continue to cooperate in this manner...

George W. Hamer
Cone Mills Corporation

Now is the time for all good Reservists to..

by Earl E. Lane

Editor's Note: Over seventeen years have passed since World War II began. Many Air Force Reservists have been actively affiliated with the Air Force Reserve since that time, and as a result are nearing the 20-year-mark for retirement eligibility. Because the Reserve Retirement program is so broad in scope and of such complexity, it is felt that a review of the subject—with plenty of lead-time—is mandatory. This then is the first of a series of three articles which will be of major importance to all our readers.

PART I—Where Do You Stand?

Air Force Retirement is a sound business proposition that can be compared to the mutual investment funds available these days. Through systematic savings over a period of time, the mutual fund investor realizes a high financial return. The Air Force Reservist does much the same, with the exception that he gives his services instead of money.

In most cases, should the investor fail to continue his systematic savings, he stands to lose some of his investment. This can also happen to the Air Force Reservist. On the other hand, should the investor continue his contributions, he will receive interest, dividends and growth of his stock holdings, based on the length of time he participates. Much the same can happen to the Air Force Reservist through service, longevity and promotion.

A wise investor investigates before he invests. He demands a prospectus giving full details of the company's background, earnings and method of operation. He also wants to understand the protective measures involving his money, and his own responsibilities. The same analogy applies to the Air Force Reservist.

Incentives for Service

Mutual investment funds and Air Force Reserve retirement have had relatively recent beginnings. The former began as a means to permit the small investor opportunity to share in the financial growth of our country. The latter was the result of the Vitalization and Retirement Equalization Act of 1948 (Title III), which was enacted to provide monetary incentive to encourage the desire for continuous service in the Reserves.

Prior to that time Reservists received nothing for their service, unless, of course, they had been disabled while on active service. It is interesting to note that military retirement was an evolutionary process stemming from England in our early colonial days. The first form of retirement was enacted by the Continental Congress in August of 1776 for troops with service-connected disabilities. It was not until August of 1861 that Congress permitted Regular Army field grade officers to retire voluntarily for physical disability, or 40 years service. Not until 1885 were enlisted men authorized retirement after 30 years service. Until the enactment of retirement legislation in either case, both officers and enlisted men literally died in harness.

In early 1939, legislation was provided for non-regulars

called into active military service in excess of 30 days with the same retirement pay benefits as provided for regulars. After two world wars it was evident that effectively trained Reserves could not be maintained in sufficient numbers based upon purely patriotic voluntary appeal. Congressional action in 1948 improved the Reservist's lot and set the standards by which he could earn retirement.

It may come as an unwelcome surprise to some Air Force Reservists, who have a combined total of 20-years active and Reserve service, that they may not be qualified for Reserve Retirement on the terms expected to be most beneficial to themselves. It goes without saying that Reserve Retirement is not a gratis proposition, but must be earned. Even on that basis there are several pitfalls against which the Air Force Reservist should be warned.

First, there are two main classes of retirement—*mandatory* and *voluntary*.

Mandatory retirement is involuntary and is compelled by law under certain circumstances. It may involve receiving retirement pay (upon reaching age 60), or being transferred to the Air Force Reserve Retired List *without pay*. Some of the factors determining *involuntary* retirement revolve around twice failing mandatory promotion; failure to meet the minimum requirements for retention in an active status; elimination because of age; or elimination for length of service. Warrant officers and airmen are not subject to the *years of service* limitation, nor do age limitations apply to airmen. (See boxes for detailed break-down of limitations.)

ELIMINATION OF OFFICERS AND WARRANT OFFICERS FOR AGE	
GRADE	AGE
Major General	62
Brigadier General and below (male only)	60
WAF	60
Female Nurses and Women's Medical Specialists, effective 1 July 1960:	
Majors and above (30 days after last day of month in which age is attained)	55
Captains and below (30 days after last day of month in which age is attained)	50
Male Warrant Officers (60 days after he attains age)	62
Female Warrant Officers (60 days after she attains age)	55

Voluntary retirements are effected by individual application and processed by the Air Reserve Records Center, subject to approval of the Secretary of the Air Force. This type of retirement may also (upon reaching age 60) involve retired pay; however, individuals may be voluntarily retired even though they have not completed twenty satisfactory years of Federal service. They will not be eligible for retirement pay.

At this point it may be well to explain that in addition to the two main classes of retirement, there are two retirement lists on which the Air Force Reservist may be placed.

20 "good" years toward RETIREMENT!

First is the Reserve Retired List which consists of Air Force Reservists who are in a retired status *but not necessarily receiving pay*. The second is the USAF Retired List which includes the names of all Reservists *who are receiving retirement pay*. Although Reservists on the Reserve Retired List are not entitled to retirement pay, they are placed on the USAF Retired List, they still retain their identity by also being continued on the Reserve Retired List. In any event Reservists placed on the USAF Retired List must have reached 60 years of age to be entitled to pay.

Entitlement to retired pay requires a combination of 20 years active and Reserve service, of which the Reserve portion must be *satisfactory Federal service* (good years during which a minimum of 50 points were earned for each year). Payment begins when the individual has reached his sixtieth birthday *and has made application for pay*.

Better Organization

Prior to June 30, 1949 the Air Force Reserve program was not sufficiently organized to permit all Reservists the opportunity to participate effectively. This would have penalized some Reservists had not measures been taken to correct this inequity. All inactive duty service prior to June 30, 1949 has been credited at the rate of 50 points for each year. Active service in World War II is credited at the rate of 1 point for each day of service. A further stipulation provides that if a Reserve affiliation was held prior to August 15, 1945, inactive duty service in either WWI, WWII or the Korean conflict, is required to be eligible for retirement pay benefits on reaching age 60. The 20-year *satisfactory Federal service* requirement still applies.

While every effort has been taken to protect Reservists who desire to complete 20 *good* years, there are many who will not be able to do so. At the same time these individuals may not wish to relinquish their connection with the Air Force. The Secretary of the Air Force, with the approval of the Secretary of Defense has established very liberal rules for the USAF Reserve Retired Section. For the most part this action is honorary and without pay. It includes the following persons:

Those who previously completed 20 *good* years, were discharged and then reached age 60 and retired pay eligibility.

Reservists retired for physical disability, either temporarily or permanently, regardless of length of service.

Reserve officers discharged from active duty with severance pay.

Those completing 10 or more years of active Federal commissioned service in the Armed Forces.

Those physically disqualified for active duty, not as result of own misconduct, regardless of total years of service completed.

Those medically disqualified for active duty as result of service-connected disability, regardless of total years service completed.

Those who have completed a total of 20 years honorable service in the Armed Forces.

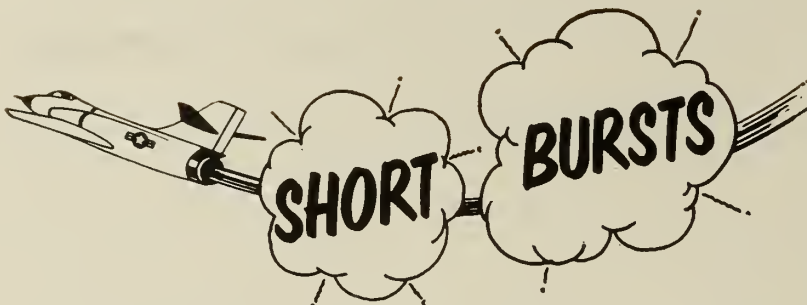
- Those who are eligible for retired pay, except for attainment of age 60.
- Those who have attained the age of 37 years and:
 - Completed 8 years of service after July 1, 1949, for which 50 points were earned for each year.
 - Completed 8 years of service prior to July 1, 1949, of which at least 6 months was active duty service in time of war or national emergency.
 - Consistently supported the Armed Forces in an outstanding manner, when the Secretary of the Air Force determines that such action is warranted.

Effective July 1, 1960, each Air Force Reserve officer in an active status will be subject to elimination for length of service. Upon completion of a given number of years of service, as determined by grade, he will be transferred to the Retired Reserve, if eligible and applies; or if not eligible, or does not apply for transfer, he will be discharged 30 days after the date upon which he completed the maximum number of years service. The exception to this rule applies only to colonels and generals when the fifth anniversary date of the grade in which they are serving falls at a later date than completion of maximum service.

The following table lists maximum length of service by each grade:

GRADE	TOTAL YEARS OF SERVICE	YEARS IN GRADE
Major General	35	5 (major general)
Brigadier General on recommended list to Major General	35	5 (from date of appointment to Major General)
Brigadier General not on recommended list	30	5 (brigadier general)
Colonel on recommended list to brigadier general	30	5 (from date of appointment to brigadier general)
Colonel not on recommended list	30	5 (colonel)
Lieutenant Colonel on recommended list	30	5 (from date of promotion to colonel)
Lieutenant Colonel, Major, captain and lieutenant (except WAF)	28	Not applicable
WAF Lieutenant Colonel	28	Not applicable
WAF Major on recommended list to lieutenant colonel	28	Not applicable
WAF Major on recommended list, captain and first lieutenant	25	Not applicable

(Part II of this series will detail the point-gaining activities available to Reservists with a view toward retirement pay. It will also discuss the point computation system and explain who in the Air Force Reserve program is eligible to earn points.)



"... TO DO OUR JOB WELL, we must invariably select the best weapon systems—regardless of any emotional relationship to the traditional weapons of war. If missiles, for example, can do the job better, they will be used. If manned aircraft can do the job better, they will be employed. Thus far, critical examination of the various possibilities before us indicates that our weapon systems of the future will be mixed—that is, we will need a force of both manned and unmanned systems. . . . We intend to exploit the best features of each to obtain the best results." (From speech by General Thomas D. White, AF Chief of Staff, in Lubbock, Texas).

TWO ASSISTANT AF SECRETARIES, David S. Smith (Personnel) and Dudley C. Sharp (Material) have resigned to return to private enterprise. Both were honored with awards for their years of outstanding service, prior to departure. AMC Chief Gen Edwin W. Rawlings also ended USAF career when he retired Feb. 28 with over 30 years' service.

CIVIL AIR PATROL has concluded planning conference for its 1959 Aviation Education Workshop Program. ConAC will support the program by making space available in the Reserve Centers and by furnishing orientation flights. CAP's National Workshop is scheduled for Montana State University in July.

THE COMMANDER of the Air Force Ballistic Missile Division, Air Research and Development Command, Maj. Gen. Bernard A. Schriever, says that our ballistic missile program has brought into being a new national resource that can be applied militarily as deterrent power for our country, and can also serve scientific and civilian purposes for the benefit of all mankind.

THE AIR FORCE fired a ballistic missile 1,000 miles from a B-47 Stratojet bomber—in flight. The missile, a two-stage solid fueled weapon, is called the 199-B Orion and much greater ranges are expected from it.

ORIGINALLY ORGANIZED to furnish group life insurance for the Reserve Officers Association (ROA), the "Reserve Officers Relief and Benefit Association" has changed its name and announced a new family group life insurance plan. Now known as the Officers' Benefit Association, it makes its group plan—up to \$20,000 at low rates, plus additional family coverage for wife and children—available to all officers, Regular, Reserve, or National Guard, and to ROTC and service academy seniors. For further information or application form write to Officers Benefit Association, American Life Bldg., Birmingham 3, Ala.

Shorter Salvos—The 36th annual observance of Nat'l Defense Week—Feb. 12-22—sponsored by ROA, was highlighted by ROA chapters in all 49 states, Puerto Rico and Hawaii. It emphasized the importance of the Reservists' role in the defense of the nation. . . . The new all-weather interceptor—F-106 Delta Dart—scheduled for 539th FI Sq at McGuire AFB, N. J., in March or April. The new supersonic fighter plane—capable of twice the speed of sound—will replace the F-102 Delta Dagger in the North American Air Defense Command. . . . McDonnell Aircraft awarded contract to provide first space capsule to carry man into orbit around the earth. . . . New NCO abbreviations include CMSgt (for chief master sergeant), SMSgt (for senior), MSgt (for master), TSgt (for tech) and SSgt (for staff). A/B thru A/1C keep the slash (AFR 39-36).

■ MAIL BAG from page 2

Center must be submitted in your Reserve grade and service number as an officer, in order to be credited as Reserve participation.

I will complete eighteen years service for longevity purposes within a few months, but I have received no information concerning the Uniformed Services Contingency Option Act of 1953. Where may I obtain information regarding this legislation?

JR, Bangor, Me.

Under the provisions of Public Law 239, 83d Congress, as amended (now Chapter 73, Title 10, U S Code), any member not on active duty must have his election signed and witnessed not later than the day preceding the date of completion of eighteen years service.

Inquiries pertaining to this Act should be addressed to your unit of assignment or, if not assigned, to the Air Reserve Records Center, Attn: RA-2, 3800 York Street, Denver 5, Colorado.

Can the proceeds of a GI insurance policy paid to a beneficiary be attached by creditors?

MD, Dodge City, Kans.

No. Such proceeds are exempted by law from the claims of creditors. They may not be seized or attached to pay debts.

I am currently assigned to Hq ConAC (NARS) ARRC, Denver 5, Colorado, and am interested in an Air Reserve Technician position in the ART program. Whom do I contact in this regard?

C.J., Washington, D. C.

Contact the nearest Office of the Civil Service Commission in your area.

My annual statement of points creditable toward a satisfactory year for retirement for my 1957-1958 year does not reflect the 12 points earned through participation in the Extension Course Institute program. How may this be corrected?

R.E.L., Atlanta, Ga.

All Reservists assigned to the Nonaffiliated Reserve Section are urged to forward to the Air Reserve Records Center the duplicate copy of the ECI form 20, "Certificate of Completion," immediately upon receipt. Reservists assigned to Air Reserve units should forward the ECI Form 23 to their unit of assignment immediately for posting to their AF Form 190 so that accurate and current maintenance of point records may be insured.



Air Force Point of View

Viewpoints on policies affecting the Air Force and national defense. As key members of the Nation's aerospace arm, it is vitally important that all Air Reservists keep informed on current Air Force thinking.

On Roles and Missions

On the last day of 1958 the Department of Defense issued its basic document on the jobs of each of the Armed Services under the Defense Reorganization Act of 1958.

At a press conference held on that date by Assistant Secretary of Defense Donald A. Quarles, and by Defense officials at other conferences, some searching questions have been asked about which Service should specialize in what to avoid costly and inefficient duplication.

The answers to some of these questions are of importance to every American and of particular interest to Reservists.

Which Service has the primary mission in space? Which has the primary strategic deterrence mission? Which has the primary ballistic missile defense mission—the "anti-missile missile" mission? Which Service is primarily responsible for developing air defense doctrine? These are questions the newsmen have asked Mr. McElroy, Defense secretary, and Mr. Quarles. Here are answers from transcripts of recent press conferences.

On Space

Question: Which branch of the Armed Forces has a military mission in space and what are they going to do about it?

Mr. McElroy: Well, we don't know exactly who will have the various missions in space. We believe that if there is to be a man in space it will doubtless be a mission of the Air Force. That, however, is an initial situation. . . . If, as some people believe, you may be sending ground forces by missiles to some far away fighting area, then, whether that would be an Army use or not I don't know. . . . In the case of the surveillance system in space, the Air Force is the one that is the operating developer under the Advanced Research Projects Agency, but the mission itself, it seems to me, will be something which can be determined after we develop the capability.

On Air Defense

Question: But there is nothing in the Army functions which says it should develop tactics, techniques, doctrine and equipment of interest to the Army for Air Defense.

Mr. Quarles: That's right. The over-all mission relates, as I say, to the doctrines and procedures and tactics, and that is assigned to the Air Force—not for *establishing* them, but for *developing* them. . . . There is nothing exclusive about it, except they have a primary function of doing it, and having done it they will submit it and it will be passed on by the Secretary of Defense and the Joint Chiefs of Staff and approved and ordered, if found appropriate.

Question: On the roles and missions, one of the arguments has been between the Army and Air Force over air defense. Is that settled by the new function paper?

Mr. McElroy: Well, whether it is settled by the functions paper or not doesn't seem to me to make any difference, because they will divide the air defense responsibility. This

is under, however, a unified commander who is General Partridge in this instance. The operation of the part of the system which is the reach-out system, that is the interceptor first, and the second line of defense, which is the Bomarc, which has the longer reach than the Nike, is of course under the Air Force direction and uses the SAGE system, which is also under Air Force direction. As you get closer into your specific target areas, where you are looking for a third line of defense, you have the Nike system, which is under the Army direction. But the over-all program is directed by the head of NORAD. North American Air Defense Command (NORAD) is headed by Gen. Earle E. Partridge, USAF.

On Ballistic Missile Defense

Question: Mr. Quarles, could it be said that Nike Zeus is a specific project that the Army is acting as executive agent with the Secretary of Defense in developing at this point for, and is not an assigned function or mission or what-have-you of the Army's as of this minute?

Mr. Quarles: Everything right except executive agent. Let me—(Laughter)—These are all words of art so I am not just quite sure how closely anybody is going to hold me on them. The Secretary of Defense has approved the proposal of the Army that the Army develop the Nike Zeus system, and the Army is under contract of course developing the Nike Zeus system. There has been no determination to procure it for inventory and deploy it, and until there is such a determination one cannot say who has the mission of employing it in the field.

On Strategic Deterrence

Question: Mr. Quarles, I would like to raise an issue, a specific problem. The Polaris submarine has been described by Naval people as a strategic weapon with no limited warfare capabilities, thereby putting it into the area of strategic attack which is assigned here to the Air Force. How does the Navy then develop this weapon and to whom is it then assigned when it is developed?

Mr. Quarles: We will also worry about that problem when we have them ready for employment. But I want to make it clear that there is no implication that what is ordinarily called strategic deterrence is the sole responsibility of any one Service. The Strategic Air Command is a specified command of the Secretary of Defense and operates through the Joint Chiefs of Staff as a specified command and would, of course, carry out such missions as were assigned to it. . . .

Question: Is it proper for us to assume that any one of the Services does have the authority or the responsibility to develop weapons of strategic deterrence?

Mr. Quarles: No, that would be completely improper to say. They do not have the authority to go off and develop anything that they might imagine desirable unless the things that they propose to develop are in clear fulfillment of their mission as assigned here.

OKLAHOMA RECRUITING—Tulsa, Oklahoma's 9176th AResGp has put recruiting on a paying basis. The first Reservist to bring in five new members will win an all-expense paid weekend trip to Kansas City, Missouri for himself and his family. The top recruiter of the quarter (Feb-Mar-Apr) will win a barbecue pit or a three months family pass for seven Tulsa theaters. Each time a Reservist recruits three new members he will win one of many other prizes.

MERCY MISSION—The 512th Troop Carrier Wing, Willow Grove NAS, Pa., commanded by Col. John S. Bagby, is engaged in an unusual airdrop mission. Starving deer, turkey, grouse and other small game in Blair, Centre and Clearfield Counties of Pennsylvania have been hard hit by the severe winter. The problem has been to get 30 tons of field corn to keep them going. Reservists of the 512th flew airdrop missions in January, February and are scheduled for two more in March and April. Under the sponsorship of the Aero-Game Feeding Club of Penn., the 512th has been lending a hand on training weekends in the interest of conservation and public service.

AFNG UNIT PULLS SURPRISE ALERT—Memphis, Tennessee's 155th Tactical Reconnaissance Squadron (AFNG) brought out 82 percent of the unit's 386 assigned airmen and 79 percent of its 44 officers in response to a surprise alert sounded through local radio and television stations. Within an hour-and-a-half after the alert was first broadcast, 14 of the unit's RF-84Fs were briefed and airborne.

STAKES CLAIM AS OLDEST SQUADRON—The 9250th AResSq, Asbury Park, N. J. has laid claim to being the oldest Air Force Reserve Squadron, dating back to October of 1947. Originally organized as the 150th Composite Squadron, it was redesignated the 9250th in July of 1949 when it moved from Eatontown, N. J., to its present site. Over the years it grew and added outlying flights at New Brunswick and Lakehurst. They later became separate squadrons. Three of original founders are still active with 9250th.

RESCUE MISSIONS—Planes and crews of the 514th Troop Carrier Wing, Mitchel AFB, N.Y., assisted in the Atlantic Ocean search for the Bermuda based AF Weather B-50 (and its crew of 12) that went down Feb. 4. . . . Units of CAP's Tenn. Wing—working with 14AF Search & Rescue—in recent search mission for missing DC-3 in Kingsport, Tenn. CAP ground party located wreckage—reported "no survivors."

TENTH ANNIVERSARY WRAP-UP—In observance of Continental Air Command's Tenth Anniversary, Reserve units throughout the United States played host to more than 100,000 guests at 170 open house celebrations. More than 200 proclamations to highlight ConAC's first decade were made by governors and public officials. Approximately 40,000 Air Reservists and Air Guardsmen turned out for the festivities.

CARIBOU CREEK—Air Force Reserve Troop Carrier crews and aircraft (C-119s) from ConAC's 10th and 14th AFs participated in *Exercise Caribou Creek*, a joint U. S. Army and AF field training exercise in the Anchorage, Alaska area. The Reserve *Flying Boxcars* transported Tactical Air Command personnel from Shaw AFB, S. C. to Elmendorf AFB, Alaska, and return during the ten day exercise last month.



SHORT HOPS—Air National Guard units observed Muster Day with open houses on Feb. 22 . . . The 9695th ARSQ, Mason City, Iowa, received Solar Aircraft Co. Award for its selection as 1958's Outstanding Air Reserve Squadron of the 2662d AResC . . . USAF Commendation Medal to Maj. Millard F. Smith, 9315 ARSQ, Fairfield, Conn., for work with infra-red techniques at ARDC.

Brig. Gen. Rollin B. Moore, Jr., AFRS, has assumed command on ART status of the 349th TCW, Hamilton AFB, Calif. . . . Similar honors to Col. Donald J. Campbell, new full time commander of the 302d TCW at Clinton County AFB, Ohio . . . Sgts L. Eldridge and W. H. Sykes Jr., and Miss Joyce Pingel of the 403d TCW, Selfridge AFB, Mich., received cash awards for cost-saving suggestions . . . Name of new ART commander of 445 TCW at Dobbins AFB, Ga., is Col. George H. WILSON, Not Williams, as reported here last month . . . The 701st and 702d TCSqs, Memphis, Tenn., achieved operational proficiency in C-123s received last July.

The Buffalo Air Reserve Auxiliary (2613 AResC) has an attractive '59 schedule planned, including "Spring Fling" scheduled at Niagara Falls AFB on April 25 . . . Capt. Joseph D. Griffin, dedicated Reservist assigned for training to 55th ATSq (MATS) at Travis AFB, Calif., awarded Command Pilot Wings and rating as MATS Senior Pilot for C-97 aircraft, in special ceremony . . . (Col. Gordon Hamilton, retired from N.Y. Air National Guard after a 42 year citizen-soldier career, honored at testimonial dinner by fellow Guardsmen from 106th M&S Group, Floyd Bennett Field. . . . Maj. Ernie Smith, Air Reservist with the 9083d ARGp in Pasadena, Calif., honored by nomination to the Helms Athletic Foundation's Hall of Fame. A former USC All-American, he also made all-professional tackle while with the Green Bay Packers . . . Jax (Fla.) AResC awarded 14AF Certificates of Appreciation to the Jacksonville Journal, radio stations WIVY and WPDQ, and WFGA-TV, for support of AF Reserve . . . Milwaukee's 440th TCW will hold its summer encampment from July 18 thru Aug. 1 at Ft. Campbell, Ky., home base of the 101st Airborne Infantry Div.

2nd Lt. Edward S. Buntin Jr., N.J. Air Guardsman, honored with Certificate of Achievement from Brig. Gen. Donald J. Strait, cmdr of 108th Tac Ftr Wg(SD) at McGuire AFB. The award was for skilled maneuvering of an F84 jet aircraft to a flameout landing after complete engine failure at 32,000 feet. Lt. Buntin is also a commercial airline pilot with Eastern Airlines.

COLORADO'S MINUTE MEN
SPREAD GOODWILL ON...

Central American Tour

The Colorado Air National Guard *Minute Men*, official Air National Guard jet demonstration team led by Colonel Walter E. Williams, Jr., made Air Guard history with a 5,000 mile tour of Central America in January.

It was the first time the Air Guard team had performed outside the United States, and their first overwater flight in F-86s. The team performed in Hawaii two years ago, but used borrowed planes from the Hawaii Air Guard.

The tour originated with a request from the Caribbean Air Command for the *Minute Men* to highlight their 1959 Armed Forces Day observance in Panama January 10. U. S. forces in Panama regularly celebrate Armed Forces Day early because the rainy season there is in full swing during May. With USAF approval, the team and support personnel were called to active duty for the tour, which included stops in five countries.

The group left Miami January 7, stopping at Kingston, Jamaica, overnight, and arrived in Panama on the 8th. At Kingston the team made several formation passes over the harbor before landing at Palisadoes airport.

On Armed Forces Day in Panama the *Minute Men*, flying six F-86Fs, performed over Fort Davis on the Atlantic side of the Isthmus in the morning and climaxed the observance at Albrook AFB on the Pacific coast that afternoon. Attendance was estimated at 7,000 at Fort Davis and 30,000 at Albrook with additional thousands looking on from hillside vantage points.

Capt. Bill Koger, a Denver lawyer who flies the team's support C-47 and doubles as public address announcer, described the *Minute Men's* rapid fire formations in both English and Spanish.

On to Managua

From Panama the team stopped at Managua, Nicaragua, where they performed on January 13 before 10,000 spectators, including Luis Somoza, President of Nicaragua; his brother, General Anastasio Somoza, commander of Nicaraguan armed forces and a U. S. Military Academy graduate; U. S. Ambassador Thomas E. Whelan, and members of the Nicaraguan Air Force.

Nicaragua's air arm is equipped with F-51 fighters. Colonel Williams and Major Wynn Coomer, solo pilot, who had flown the Mustang in World War II and in the first *Minute Men* unit organized in 1948, were invited to fly it again and delighted the Nicaraguan throng by performing expert point rolls and other aerobatics.

The team then headed home via Guatemala City and Mexico City, with overnight stops at each point. As they had at Kingston, the *Minute Men* flew several maneuvers over the airports on arrival.

The *Minute Men* under Colonel Williams' leadership included Capt. Bob Cherry, left wing; Lt. Bob Odle, right wing; Capt. Gobel James, slot, and Major Coomer and Lt. John France, solo pilots.

This was Major Coomer's last appearance with the team. A United Airlines pilot with 14,000 flying hours, Major Coomer has recently been assigned duties with the airline which will prevent him from taking time off to meet the heavy *Minute Men* schedule throughout the year. Lieutenant France, a pre-law student at Denver University is succeeding him as solo pilot.

In addition to the Colorado Air Guard C-47 which flies support personnel, a C-119 from the Mississippi Air Guard accompanied the team carrying starter units, spare equipment, smoke oil, and other equipment needed at intermediate points enroute.



at the tour went off without a hitch was due in large measure to the efficiency of the *Minute Men's* eight crew chiefs, half of whom are shown "standing along" as their jets perform aerobatics at Managua, Nicaragua.

Major Command Briefings For Reserve Units: Emphasizing the need for a greater effort to inform Reservists of Air Force programs, policies and objectives, Vice Chief of Staff General Curtis E. LeMay has personally requested the ZI major air commanders to take an active part in disseminating information to Reservists by means of briefing teams. Upon receipt of an invitation from a Reserve unit (thru channels), the major air command will send a thoroughly qualified briefing team to the unit to convey and elaborate on their mission and programs. Lt. Gen. William E. Hall, ConAC commander, selected by USAF to monitor the new program, stated: "I am gratified to receive this gesture from General LeMay, and I feel we and the major commands can receive great benefit from an interchange of ideas."

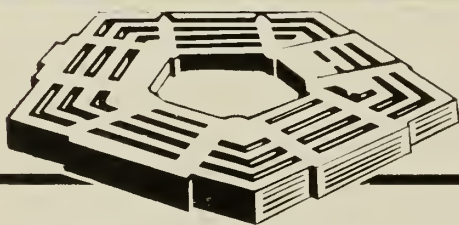
* * *

New Protection For Reservists: Extension of the portal-to-portal principle for Reservists proceeding to or from active duty for training, or inactive duty training, now include *disability benefits*. Formerly, Reservists were covered only by death benefits. Effective on January 1, 1959, the new Title 38, U. S. Code (P L 85-857) now includes those Reservists injured while enroute to and from training.

Lieutenant Colonel Promotions Due: Air Force Reserve lieutenant colonels with a promotion service date of June 30, 1952, or earlier, will be considered for promotion to the grade of colonel by a selection board convening at ARRC April 14-28. The board will consider both EAD and non-EAD Reserve officers. Eligible officers are authorized by Section 8362, Title 10, U. S. Code, to submit a letter to the President of the Promotion Selection Board, containing any information that they desire the board to consider in their behalf. Letters should be addressed to the President, Air Force Promotion Selection Board, 3800 York Street, Denver 5, Colorado. Approximately 4,700 eligible lieutenant colonels of the Air Force Reserve will be considered and selection will be made on a best qualified basis.

* * *

ECI Notes: Two new courses have been activated by the USAF Extension Course Institute, Gunter AFB, Ala.: *Aircraft Instrument Mechanic* (#4221) and *Woodworker* (#5520). Applicants for the *Instrument* course must have high school education, or equivalent, and completed *Aircraft Mechanic Course* (#4310). It is an eight-volume, 240-hour course, carrying 80 credits. The *Woodworker* course is four-volume, carrying 90 hours and 30 credit points.



Pentagraphs

Bills In Congressional Hopper: The opening of the 86th Congress saw several bills introduced which will be of interest to Reservists: S. J. Res 14, to authorize the President to proclaim December 1 of each year as National Civil Air Patrol Day. . . . HR 3353, to authorize payment of a basic allowance for quarters to an enlisted member of a Reserve component on active duty for training as if he were a member of a Regular component of the uniformed service. . . . HR 3357, to equalize the pay of Reserves and Regulars in the payment of per diem. . . . HR 3360, to authorize Reserve officers to combine service in more than one Reserve component in computing the 4 years of satisfactory Federal service necessary to qualify for the uniform maintenance allowance. . . . SR 67, to make a full and complete study with a view to developing a plan for organizing and utilizing the manpower and resources of various Reserve components of the Armed Forces in carrying out civil defense program in event of an armed attack.

* * *

EAD Notes: A better deal for Reserve officers on extended active duty is being pushed by DOD in Congress. If approved, active duty contracts for officers would be mandatory rather than permissive beyond obligated service. Another stipulation—after 14 years service Reserve officers would either be given regular commissions, released on revised rates of readjustment pay or given contracts carrying them to eligibility for 20-year retirement. . . . A recent DOD directive says that Reserve officers on EAD may now transfer between Army, Navy, Air Force and Marine Corps with consent of transferring officer.

New Regs and Changes: The new AFR 45-35, 16 Jan 59 covers *Military Service Obligations and Transfer of Personnel Between the Various Armed Services and Between Reserve Components of the Air Force*. Should be interesting and informative reading. . . . AFR 45-8, concerned with *DD Form 220 (Active Duty Report)* has been revised to clarify technical portions of the old reg—otherwise no major changes. . . . Out in February is AFR 45-17 on *Screening and Annual Survey of AFRes Personnel*. The annual survey system has been revised to simplify procedure in annual surveys of Reservists. . . . AFNG Reg 50-02, 1 Dec 58, outlines useful information on *Field Training* for Air National Guardsmen. It highlights all phases and should be useful at every echelon. . . . New AFR 36-22 which presents full details of the *Officer Career Management Program*, provides broad guidance for the utilization and career development of commissioned officers in the active force and the Air Force Reserve.

* * *

School Courses Offered: Two orientation courses will be conducted by the Air University at Maxwell AFB, Ala. during the summer of 1959. They are the *Command and Staff Orientation* course, June 22-July 3; and the *Instructor Orientation* course, August 31-Sept 11. A Total of 57 AFR officers and 25 AFNG officers are authorized to attend the Command and Staff Orientation course while the Instructor Orientation course is limited to 96 AFR officers. . . . Two-week courses in Phase three, *Maintenance Engineering Production Analysis* (434), starting July 7, will be held at Chanute AFB, Ill. . . . Eligible Reserve officers should contact their local units for details on these courses.



AIR RESERVE AIR RESCUE SQUADRONS...

*fortified by
Whirlybirds*

rotary-wing aircraft will be included in the Air Force Reserve inventory when its five Air Rescue squadrons receive H-13 helicopters this fall. The larger H-19s are scheduled for assignment in the latter part of 1960 or early 1961.

With three active duty Air Rescue squadrons, and smaller elements scattered throughout the U. S., the Air Rescue Service is now backed up by the Air Force Reserve's five Air Rescue squadrons. They are the 301st at Miami MAP, Fla.; the 302d, Williams AFB, Ariz.; 303d, Long Beach MAP, Calif.; 304th, Portland MAP, Ore.; and the 305th, Selfridge AFB, Mich. Independent squadrons under the numbered air forces, they have an M-Day assignment to the Military Air Transport Service which controls Air Rescue Service organizations on a world-wide basis.

The Air Force Reserve rescue squadrons presently equipped with the SA-16 *Albatross* (amphibian) will find their rescue capabilities increased with the assignment of helicopters. For the immediate future, three light, two-place H-13 helicopters will be assigned to each squadron. This is a training measure and the first step toward the transition to H-19 helicopters which are scheduled for FY 61.

Hover and Hoist

Normally the H-13 is limited to two persons and one litter basket, and must make pick-ups on the ground or water, if not at-equipped. The H-19, besides having a larger passenger capability, can hover over an area where it cannot safely land, and effect a rescue with its 100-foot hydraulic-electric sling hoist. It can also lower a rescue specialist to render immediate medical aid to survivors at the scene of an accident. Although the transition to H-19 helicopters is more than a year away, manning of personnel for these aircraft is scheduled to commence during the latter part of this year. Officer strength will be increased by four per squadron and they will have qualified helicopter pilots. Maintenance of the rotary-wing aircraft will be performed by an increment of seven additional airmen per squadron. At present, it is planned that procurement of personnel, both officer and airmen, will come from already qualified helicopter pilots and maintenance personnel residing in the vicinity of the squadron. Either group will be required to be current in rotary-wing aircraft. A qualified active duty instructor pilot will be assigned to check out pilot personnel and provide additional training. Supervisory assistance and training will be furnished by regular Air Rescue Service personnel during training weeks and summer encampments.

If airmen holding rotary-wing AFSCs are not available, they may be obtained through the 6-month training program where they will receive their training at an appropriate Air Force technical school.

Each squadron will also be authorized five rescue survival technicians (para-medics). They, too, must be previously qualified, having successfully completed the appropriate technical training at Gunter AFB, Ala. and Fort Benning, Ga. Where these personnel are not available, 6-month trainees may be utilized. Para-medical personnel will work primarily out of SA-16 aircraft; however, there are plans to use them in conjunction with rotary-wing aircraft.

The Air Force Reserve's part in the Air Rescue Service started during the summer of 1956 when its squadrons began forming. They were organized with 21 officers, 64 airmen and 4 SA-16 amphibians authorized each squadron.

The peacetime mission of the Air Force Reserve rescue squadrons parallels that of the regular establishment, within the capabilities of its personnel and equipment. When practical, these squadrons participate in normal rescue operations for downed personnel and aircraft. In the event of local civil disaster they are utilized to the fullest extent possible. Because of the vital requirement of air rescue service, man-days have been allocated for participation in emergency missions and similar events.

Too often the Air Force Reserve is considered a back-up to the regular Air Force to be used only during an emergency, or on M-Day. During recent years there has been a growing awareness that our Reserve Air Force can also be used to supplement the immediate needs of the Air Force in peacetime.

Operations *Swiftlift* and *Sixteen-ton* and Exercises *White Cloud* and *Pine Cone*, which proved the airlift capabilities of the Reserve troop carrier units, are but a few examples where the flying elements of the Air Force Reserve are being used in direct support of the Air Force. Having proved its worth in troop carrier activities, the Air Force Reserve now has opportunity to evolve an air rescue capability of still greater value and at a cost far less than that required for an equivalent active duty unit.

A most respected and highly regarded organization in the Air Force, the Air Rescue Service has saved thousands of lives. A simple, thumbnail description of its mission is—*locate, render aid to, and rescue personnel involved in aircraft incidents, including recovery of aircrews and other personnel from behind enemy lines.*

The Air Force Reserve proudly supports this mission. ✚✚

DEPARTMENT OF THE AIR FORCE
THE AIR RESERVIST
AIR RESERVE RECORDS CENTER
DENVER 5, COLORADO

OFFICIAL BUSINESS

Form 3547 Requested

USAF Periodical 30-1
No. 30H 1-59: 398,012



Brig. Gen. P.C. Sandretto, AFRes, (1) vice pres. of ITT Labs., discusses guidance missile system with Col. D. Lieblich, and Maj. A. Bianco, cmdr and exec of N.J.'s 9070th ARSq.

RESERVE CAMERA



New Air Reserve poster on display on 32,000 U.S. Mail trucks is viewed by Hempstead, N.Y., postman-Reservist S/Sgt J. M. Reshotnik and Marjorie Faber of Long Island.



Air National Guard alert crews located at fixed aircraft control and warning squadrons are on full-time duty as part of the Air Force's radar defense of the U. S. Shown are AC&W personnel of California Air Guard.



Reservists, Lt. Col. C. Molzahn, Maj. W. Koring and Capt. F. Kastroy receive WWII DFCs and Air Medals—part of 211 belated awards to Cleveland's 9524th ARSq. Miss Air Reserve, Martha Elmore, adds spice.



Maj. Gen. Sory Smith, 4AF cmdr (1), presents ConAC Flying Safety Award (for Jan.-June '58) to Brig. Gen. John R. Alison, 452d TCW cmdr (r). In rear (l-r) are Capt. Vern Peters, 2347th ABGp and Capt R. Harris, 4AF.

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Raf.
THE AIR

Reservist



APRIL 1959



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CONTEST WINNER



Will an Air Force Reserve officer with active duty in WWII who is passed over for promotion twice before he reaches 60 years of age but after he completes 20 satisfactory years of service be eligible to receive retired pay when he reached age 60?

B. M., Chicago, Ill.

A Reserve officer twice deferred under Section 8846, Title 10, U.S. Code, before attaining age 60, and completing 20 years satisfactory Federal service, will have the choice of either being transferred to the Retired Reserve, if he applies, or if he does not apply, discharged from his Reserve appointment. Regardless of whether he is transferred to the Retired Reserve, or discharged, he will, upon reaching age 60, be entitled to make application for retirement with pay under the provisions of Sections 1331 and 1332, Title 10, U.S. Code.

In your January issue, you state that Reservists who performed active duty during

see MAIL BAG 13

THE AIR Reservist

VOL. XI—NO. 4

APRIL 1959

AIR FORCE RESERVE AIR NATIONAL GUARD
CIVIL AIR PATROL

Lt. Gen. William E. Hall
Commander, Continental Air Command

Col. Blake C. Miller
Chief, Office of Info. Svs., ConAC

EDITOR

Lt. Col. Joseph H. Friedmann

ASSOCIATE EDITOR

Fred E. Giachino

STAFF WRITER

Earl E. Lane

The Air Reservist is an official publication of Continental Air Command approved by the Secretary of the Air Force, in accordance with Public Law 476, Section 259, 82nd Congress. This law directs the dissemination of complete and up-to-date information of interest to the Air Reserve Forces.

Editorial Office: The AIR RESERVIST
OIS, Hq. ConAC, Mitchel AFB, NY

The Material contained in The Air Reservist is listed in the Air University Periodical Index. Use of funds for printing this publication has been approved by the Secretary of the Air Force and the Director of the Bureau of the Budget 23 July 1958.

Recruiting Campaign

May and June have been programmed as *Recruiting Support Months* in ConAC's series of campaigns designed to acquaint all America with the Air Force Reserve. The theme of this recruiting segment is the *Active American*—a slogan to denote the American who participates in the Air Force Reserve.

A broadside media campaign will be undertaken through newspapers, radio and television. News kits will be sent out to all publishers and ISOs. The *Active American* theme will be carried on already established radio programs, and special television spot announcements will be distributed to stations throughout the country.

JCS Summer Seminar

The first Joint Chiefs of Staff *Summer Seminar on Cold War Strategy* will be held at the National War College, Washington, D.C., during the second week of July. Sixty Air Force Reserve officers (non-EAD) are being selected to attend the seminar established at the direction of the Joint Chiefs of Staff. The Foreign Policy Research Institute, University of Pennsylvania, will provide substantial direction of the seminar in cooperation with the Richardson Foundation.

The basic purposes of the seminar are: To train cadres of civilian-soldiers active in civic and public affairs, who, through their positions in civilian life, can help create a resolute national climate of opinion, which will strengthen National Defense programs and bolster the national will to resist Communist peace and propaganda stratagems; To alert leadership groups to the dangers of the cold war conflict; To build a bridge between civilian groups and the military—through the Reserve officer who is a member of both groups—and thus work toward a new dimension in voluntary partnership in defense between government and the private sectors.

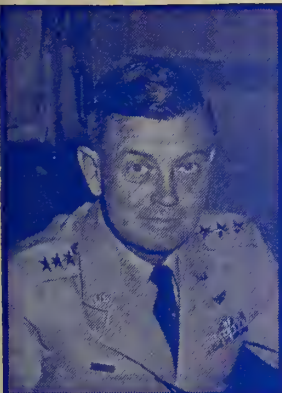
Reserve Authorizations

Most Part I, II and III Air Force Reservists may rest easy in their present assignments since annual changes in the Individual War Augmentation Requirement (WPR 59/60) have been omitted for this year, with only minor exceptions. Current individual Reserve authorizations supporting WPR 59/60 will remain in effect until June 30, 1960. As a rule, annual changes have been considered a proper and desirable procedure; however, the present hard-won stability of the Air Force Reserve program will permit a year's overlap with no harmful effect.

In order to accommodate the accumulation of minor mission changes and reorganizations that normally would be corrected by a 61/62 cycle, a one-time adjustment will be permitted. Should the mission change, or a unit be reorganized, minor adjustment will be made to increase or decrease positions. However, these changes must be identified as Part I, Part II, or a combination of both. Where ability to recruit or train for the positions has failed, vacant positions in Part I or II will

see AUTHORIZATIONS page 12

COVER: Winner over 3,400 entries in the Air Force Reserve Insignia Contest is the design submitted by 1st Lt. Thaddeus A. Dejewski, New York City Air Reservist. Winning insignia is shown in only two colors due to printing limitations. Full colors include: field of blue; outside wings, gold; eagle, silver; Air Force star, center circle area in red. Legend: The inclusion of the star, the original Air Corps insignia which dates to WWI, identifies the Air Force Reserve as an integral part of the U.S. Air Force; the outer wings represent today's active U.S. Air Force; the posture of the eagle indicates the state of the Air Force Reserve—watchful, poised, and Ready Now; the olive branch indicates the desire for peace; the initials AFR, of course, are the initials of the Air Force Reserve. The winning insignia has been forwarded to Headquarters, USAF for final approval as the official Air Force Reserve insignia. Pending action by USAF, the design may be reproduced provided it is not identified as the official Air Force Reserve insignia. (For list of contest winners see page 5.)



ATC — SCHOOLHOUSE FOR AF RESERVE

by Lt. Gen. Frederic H. Smith, Jr.
Commander, Air Training Command



An attitude of readiness is more important in today's defense system than at any previous time in our history. With the missile age settling down around us, I believe the decisive phase of modern war will be within the first few days—perhaps hours—of a major conflict. To meet this challenge, our Air Force—both Active and Reserve—must be trained to complete readiness.

No longer can the United States expect weeks or months in which to get our "Minutemen" ready for combat, as they did in prior conflicts dating from the Revolutionary War through World War II to the Korean Conflict. Today's "Minutemen," the Reservist, must be ready to perform within hours. This means that he must be almost as thoroughly trained as his active duty counterpart.

Air Training Command, one of the largest of the major air commands, is involved in two Reservist programs. The largest program is the training of Reservists assigned to other commands. The second program is in the assignment, training and administering of Reservists assigned to the Air Training Command itself.

Prior Service

The Air Force Reserve is comprised mostly of prior service personnel; however, it does have some non-prior service Reservists. The first step in training for the non-prior service Reservist takes place at Lackland AFB, Texas. Here, over 12,000 Reserve and Air National Guard recruits annually receive basic military training. This training consists of the same basic courses given to regular Air Force trainees. A significant number are sent to an Air Force technical school situated at any one of ATC's technical training centers. Should their technical training be completed in less than the minimum six months of active duty required of the Reservist, they are sent to the field, where they train on-the-job for the remainder of the six months.

Training courses are conducted for all Reservists by ATC, regardless of the command to which they are assigned.

Since Air Training Command is primarily concerned with training, in most career field areas, it has virtually unlimited training capabilities. With this in mind, every effort is expended to furnish annual active duty training tours at an Air Training Command installation to Ready Reservists who request them. Active duty personnel who work with, and are concerned with, the Reserve program are constantly apprised of the importance of the program and are kept abreast of changing policies that affect it.

Our training programs are conducted for all Reservists. Many are of a "refresher" nature, and are designed with the 15-day active duty period of the Reservist in mind.

Air Training Command has as one of its missions: to provide fully qualified Reservists for recall to specific active

duty positions within the Command in full or partial mobilization. In the past, the Reserve program was large and unhampered by grade and space authorization restrictions and was generally a program of recruiting and training of all Reservists who were available and interested. On June 30, 1957, USAF adopted a more realistic program which restricted the number of grades of participants to that actually estimated to be required in time of war. This war augmentation requirement is determined annually in Air Training Command by appraising mission requirements listed in current war plans.

In the event of an emergency that requires supplementing our active duty spaces, Reserve officers and airmen will be found as fully trained as possible for a specific position. These officers and airmen have worked in that same job on their 15-day active duty periods each year and in many cases have worked in identical positions at the time they were a part of the active duty air force.

During these annual 15-day duty periods, ATC Reservists have proven themselves valuable to the Command in many ways. Probably the most tangible example is in the completion of special projects allied with their positions in the Active duty establishment.

I think that it is a well known fact that for every job completed in any area, there are several uncompleted jobs or projects. As necessary as the completion of these projects is, routine operations often relegate them to a back seat. Completion of many of these projects by Reservists in my headquarters at Randolph AFB, Texas, alone, has proven the value of the Reservist in the peacetime Air Force.

Along the same line, many Air Training Command Reservists, who are rated pilots or navigators, have assisted our instructors in the training of our fledgling pilots or navigators.

Peacetime Function

Reservists can also perform in peacetime an important function in the field of public relations. Being both civilian and military, the Reservist is in a position to inform his civilian associates and friends about military affairs in general and, in particular, about the role of the Air Force in deterring war and providing for the defense of our country.

The influence of the Reservist in this area can be felt the width and breadth of the United States. Air Training Command has twenty-five installations, twenty using Reservists, geographically located throughout the United States. Our civilian neighbors are interested in what the Air Force does, how it does it and how it affects them. They look to the Reservist, their neighbor and fellow worker in civilian jobs, to provide them with the answer.

Base community relations problems, also can be alleviated

see SMITH page 4

Screening of Reservists

A revised AFR 45-17, 2 March 1959, "Screening of The Ready Reserve," has just been published and distributed to all units. The purpose of the regulation is to set up procedures for the continuous screening of Ready Reservists to insure that only those who meet certain standards, possess required military qualifications, and are immediately available for military service during a national emergency will be retained as Ready Reservists. The revised regulation presents many new features and procedures which are designed to effect not only a reduced workload in those units administering Reserve personnel records, but considerable monetary savings.

For some 60,000 personnel assigned to Ready Reserve units, the necessity of filling out the old familiar annual survey forms has been eliminated. In lieu thereof, personnel assigned these units will personally review their unit personnel records, at least once a year, in the same manner as their active duty counterparts.

The greatest changes in survey procedures are those that have been initiated to maintain, in a current status, the personnel records of Reservists assigned to the Air Reserve Records Center, i.e., NARS, IRS or ISLRS. A major role in the innovations adopted will be that carried out by the Selective Service System. By law the Selective Service System queries all personnel assigned to Standby status, i.e., NARS and ISLRS for the Air Force and, on the basis of replies to their questionnaire, determines an individual's availability for active military service in time of national emergencies and furnishes this information to each service. Through agreements worked out between the Defense Department, the Armed Forces and the Selective Service System, the Selective Service System will broaden the scope of their questionnaire and thus disseminate greater information to the Services. Now let us see how the changes affect each category.

Personnel assigned to ISLRS (Inactive Status List Reserve Section) will be surveyed each year by the Selective Service System through the medium of a Selective Service Questionnaire. The Selective Service System, in turn, will furnish the Air Reserve Records Center with data on civilian occupation, dependency status, civilian employment, etc., thus eliminating the need for survey action by the Air Reserve Records Center of some 250,000 Reservists.

Personnel assigned to NARS will be surveyed each year by the Selective Service System as outlined above for personnel assigned to ISLRS. In addition, they will be surveyed by the Air Reserve Records Center once every two years in order to secure personnel data not furnished by the Selective Service or other survey means.

Personnel assigned IRS will be surveyed only by the Air Reserve Records Center once every two years. In addition, obligors will not be surveyed during the last year of their Reserve obligation. The quadrennial medical examinations required by law are not affected by the changes in survey procedures that have been adopted.

The streamlining of administrative procedures to effect survey of both Ready and Standby Reservists will result in considerable monetary savings. These savings are effected through the elimination of printing specific forms each year; cost of postage; cost of follow-up actions; and better utilization of personnel.

TOP SAFETY SCORE

An all-time low major accident rate—only 10 major accidents per 100,000 flying hours—was reached by the Air Force in 1958.

COMING EVENTS

APRIL

World Congress of Flight, Las Vegas, Nev., April 12-19.

MAY

Air Reserve Forces Policy Committee in Washington, May 4-6.

Eleventh National Aeronautical Electronics Conference, Dayton, Ohio, May 4-6.

Firepower Demonstration, Eglin AFB, Fla., May 5-10.

Department of New York ROA Convention, USMA, West Point, N. Y., May 7-9.

Armed Forces Day, May 16.

ConAC's Recruiting Months (May & June).

JUNE-JULY

ROA Nat'l Convention, Denver, Colo., June 24-27.

CAP National Aviation Education Workshop, Montana State University, Missoula, Mont., June 29-July 31.

10th Anniversary, *The Air Reservist*.

Safety Campaign

An all out campaign to reduce costs of ground accidents throughout ConAC has resulted in the saving of nearly half-a-million dollars in 1958. Losses from ground accidents—equipment and lost man-hours—in 1956 and 1957 approximated \$800,000 annually. In 1958 these losses were reduced to \$326,000.

To encourage and emphasize the importance of safety, ConAC Ground Safety Awards are made semi-annually, in three groups: Group I (over 600 population), Group II, (100-600) and Group III (less than 100).

For the first half of 1958 ConAC Ground Safety Award plaques were won by the 2466th ARFC, Bakalar AFB, Ind., (Group I); 2237th ARFC, New Castle, Del., (Group II); 2649th ARFC, Sacramento, Calif., (Group III). Winners in the last half of 1958 were: 2235th ABGp, Grenier AFB, N. H., (Group I); 2234th ARFC, Hanscom Fld, Mass., (Group II); 2348th ARFC, Williams AFB, Ariz., (Gp III).

The 2348th Air Reserve Flying Center, a three-time winner of the Group III plaque, won permanent possession of the award trophy.

■ SMITH from page 3

to a great extent by the Reservist. Our *Ready* Reservists live within the radius of 250 miles from their base of assignment. Many local base problems—such as noise, sonic-boom, and near misses—can be taken care of in the field of public relations by an alert Reservist. The Reservist can be a strong link in the public relations chain.

Today's Air Force is a complex and highly specialized industry. To perform our mission, men are trained at great cost to become skilled technicians, pilots, instructors and proficient in a dozen other career fields. With industry competing for our technicians, many would be completely lost to the Air Force if it were not for the Reserve program. However, through the Reserve the valuable training given to the active duty airman is not lost but is made into a stockpile of potential service.

AIR FORCE RESERVE INSIGNIA

Contest Winners

1st Lt Thaddeus A. "Tad" Dejewski, WWII navigator presently assigned to the 9212th Air Reserve Squadron, New York City, topped a list of 39 prize winners selected from more than 3,400 entries in the Air Force Reserve Insignia Contest.

As a reward for submitting the winning design (see cover), Lt. Dejewski and wife Sonja will be flown to Rio de Janeiro via TSA Transcontinental Air Lines and enjoy an all expense paid ten day holiday at the Hotel Trocadero. Prior to their departure from New York, they will be the dinner guests at the "21" Club.

Crowding the Contest winner for honors were Air Reserve Captains Harrison W. Covington of Gainesville, Fla. (9886th ARSq) and Paul J. Bodnar of Santa Ana, Calif. (9346th ARSq), 2nd and 3rd prize winners respectively. For their efforts they each will receive a Westinghouse Deluxe Space-mate—Automatic Washer and Matching Dryer.

In addition to the prizes indicated below, the 39 Contest winners will receive a Certificate of Award signed by Lt Gen William E. Hall, ConAC commander. Also sharing in the honors—and receiving a Certificate from General Hall—are 150 contestants whose entries were selected for Honorable Mention.

Because of the large number of Contest entries received, several preliminary screening boards were utilized before the final official judging was held (see photo below).

{Ed Note: We were overwhelmed by the unprecedented number of entries received and gratefully acknowledge the interest and sincere efforts of all of the Reservists who participated.}

1st PRIZE

A Ten Day Vacation
In Rio For Two

Via TSA-Transcontinental Air Lines



1st Lt Thaddeus A. Dejewski, New York, New York

2nd and 3rd

WESTINGHOUSE DELUXE SPACE-MATES—AUTOMATIC WASHER AND DRYER

Capt Harrison W. Covington, Gainesville, Fla.

Capt Paul J. Bodnar, Santa Ana, California

4th thru 13th

POLAROID LAND CAMERA "HIGHLANDER"

4. Drilling, Donald W.	TSgt	Corfu, N. Y.
5. Solomon, Jerome	2d Lt	Youngstown, Ohio
6. Metzler, Fred	Maj	Santa Barbara, Cal.
7. Ide, Earl	Capt	Grand Rapids, Mich.
8. Meyer, Harvey E.	Maj	Des Plaines, Ill.
9. Crootof, Harold	Capt	Massapequa, N. Y.
10. Miller, James R.	1st Lt	Des Moines, Iowa
11. Morrell, Alfred R.	TSgt	Detroit, Mich.
12. Ciraulo, Samuel J.	Capt	Johnstown, Pa.
13. Brandl, Francis J.	Capt	Washington, D. C.

14th thru 39th MARTEX GIFT ENSEMBLE

14. Patterson, Chet A.	Col	San Francisco, Cal.
15. DiStasio, Samuel N.	SSgt	Rochester, N. Y.
16. Adams, Gerald	SSgt	Sewart AFB, Tenn.
17. Greenwood, William R.	Capt	Kansas City, Mo.
18. Collins, John A.	Maj	Worcester, Mass.
19. Kennedy, Robert W.	A/1C	Columbus, Ohio
20. Boyd, Charles A.	SSgt	Hamilton AFB, Cal.
21. Belford, Roy C.	Maj	Okmulgee, Okla.
22. West, Harold E.	Capt	Nashville, Tenn.
23. Rempel, Henry H.	Lt Col	Glendale, Cal.
24. Bohrer, Norman F.	TSgt	Richmond Hill, N. Y.
25. Lozano, Pascual U.	SSgt	Long Beach, Cal.
26. Denison, David E.	1st Lt	Youngstown, Ohio
27. Carlson, Ronald W.	A/1C	Honolulu, T. H.
28. Devney, John F.	TSgt	Rochester, N. Y.
29. Blender, Martin H.	1st Lt	Jackson Heights, N. Y.
30. Dohrs, Fred E.	Lt Col	Royal Oak, Mich.
31. Cavanary, Edward J., Jr.	Lt Col	Detroit, Mich.
32. Barrager, Philip L.	Capt	Minneapolis, Minn.
33. Harvey, David	1st Lt	New York City, N. Y.
34. Bennett, Edward M.	1st Lt	Austin, Texas
35. Baird, David L.	Maj	Irving, Texas
36. McMath, Hugh L.	Lt Col	Austin, Texas
37. Flannery, W. R.	Maj	McGuire AFB, N. J.
38. Dancik, Wallace J.	1st Lt	Richmond, Va.
39. Pogue, Albert F.	Maj	Andrews AFB, Md.

HONORABLE MENTION

ANTHONY, EDWARD	A/1C	WASHINGTON, D. C.
ANDERSON, R. E.	SSgt	SALT LAKE CITY, UTAH
ARE, ANDI	A/1C	SEATTLE, WASHINGTON
ASKINS, MITCHELL	A/1C	PROVIDENCE, RHODE ISLAND
BABCOCK, DALE L.	Capt	LINCOLN, NEBRASKA
BAPTISTE, JOHN C.	MSgt	MUSKOGEE, OKLAHOMA
BASKOW, BARTON	A/3C	PHILADELPHIA, PENNA.
BENEDICT, RAYMOND L.	1st Lt	PONCA CITY, OKLAHOMA
BENSON, BRUCE	1st Lt	PHOENIX, ARIZONA
BIEDERMAN, EDWIN	1st Lt	TULSA, OKLAHOMA
BERGQUIST, CHARLES	MSgt	MIAMI, FLORIDA
BOLZENDAH, ROBERT	TSgt	SAN MATEO, CALIFORNIA
BRITTON, CLARK J.	1st Lt	WICHITA, KANSAS
BROWN, VERNON S.	Col	ATLANTA, GEORGIA
BRUBECK, THOMAS E.	Capt	SANTA ROSA, CALIFORNIA
BRUNIG, E. A.	MSgt	LOS ANGELES, CALIFORNIA
BUEHL, F. W.	Capt	RESEDA, CALIFORNIA
BURCHETT, STANLEY	Lt Col	NEW YORK, NEW YORK

see CONTEST page 6



THE JUDGES display the first three choices in the Air Force Reserve Insignia Contest. Panel members are (l-r): Col. Jess Nettles, chief, Awards Branch, USAF; Lester Beall, prominent industrial designer; Milton Caniff, famed illustrator and cartoonist; Lt. Gen. William E. Hall, ConAC cmdr; and Robert Geissmann, chairman of AF Committee, Society of Illustrators.

■ CONTEST from page 5 (HONORABLE MENTION)

BURKHOLDER, ROBERT C.	Maj	COUNCIL, IDAHO	LEIB, RICHARD M.	SSgt	BARBERTON, OHIO
CASTRELL, JACK R.	MSgt	TULIA, TEXAS	LE SAGE, WILLIAM D.	Maj	HUNTINGTON, WEST VIRGINIA
CLARK, McCAULEY	Lt Col	PHOENIX, ARIZONA	LONG, HOWARD H.	A/1C	CHICAGO, ILLINOIS
CONDON, JAMES E.	Maj	NASHVILLE, TENNESSEE	MACHONIS, JAMES	Maj	SACRAMENTO, CALIFORNIA
CONRAD, WILLIS A.	Capt	COLUMBUS, OHIO	MARSH, WILBUR A.	MSgt	HANSCOM AFB, MASSACHUSETTS
COX, DANIEL E.	A/1C	CHICAGO, ILLINOIS	MARTINEZ, ROY G.	1st Lt	LOS ANGELES, CALIFORNIA
CURRAN, ROBERT P.	1/Lt	BENNINGTON, VERMONT	MAURER, ROBERT A.	Capt	TRENTON, NEW JERSEY
CURTIS, ROBERT H.	Lt Col	DENVER, COLORADO	McCLOUD, KENNETH I.	Maj	SANTA ANA, CALIFORNIA
DANIEL, J. T.	Maj	DOVE CREEK, COLORADO	MELNICK, WALTER	Maj	DAYTON, OHIO
DECK, MARSHALL G.	SSgt	CHICAGO, ILLINOIS	MENAS, ANDREW N.	1st Lt	LA JOLLA, CALIFORNIA
DE FRANCO, ANTHONY	Maj	NEWARK, NEW JERSEY	MINOR, WILLIAM T.	Capt	KIRKSVILLE, MISSOURI
DENNING, CHARLES E.	1st Lt	WATERLOO, IOWA	MITCHELL, HERBERT R.	Capt	ATLANTA, GEORGIA
DODSON, JACK H.	Capt	EDWARDSBURG, MICHIGAN	MOWREY, JULIAN K.	Maj	SARASOTA, FLORIDA
DOLAN, THOMAS R.	1/Lt	PITTSBURG, PENNSYLVANIA	MUNROE, DONALD D.	1st Lt	GLENDAL, MISSOURI
DOWNING, SUZANNE E.	1st Lt	ATLANTA, GEORGIA	MURRAY, JOHN R., JR.	1st Lt	NEW YORK CITY, NEW YORK
DOYLE, D. D.	Lt Col	GRAND RAPIDS, MICHIGAN	NELSON, DALE K.	1st Lt	TUCSON, ARIZONA
DRIGGERS, B. E.	CWO	EAST POINT, GEORGIA	NUDELMAN, ALLEN J.	A/3C	BROOKLYN, NEW YORK
ELMORE, ED	Capt	BELMONT, CALIFORNIA	O'BRIEN, JACK	SSgt	WESTWOOD, NEW JERSEY
EMMERICH, CARL E.	A/2C	CROOKSTON, MINNESOTA	OSBORN, VERNON I.	Maj	SACRAMENTO, CALIFORNIA
EVANS, D. W., JR.	Maj	GREAT BARRINGTON, MASSACHUSETTS	PATTERSON, JOHN R.	Capt	DAVENPORT, IOWA
FAIRCHILD, WILLIE	Maj	BOSSIER CITY, LOUISIANA	PATTERSON, RONALD J.	1st Lt	CULVER CITY, CALIFORNIA
FARLEY, RICHARD H.	Capt	LITTLE SILVER, NEW JERSEY	PAULSON, RICHARD O.	1st Lt	LA JOLLA, CALIFORNIA
FAZZAN, FRANK	SSgt	LOS ANGELES, CALIFORNIA	PEARSALL, LEWIS F.	A/1C	FREEVILLE, NEW YORK
FIELD, ARTHUR R.	Capt	SELFREDGE AFB, MICHIGAN	PIETSCH, ALBERT G.	Maj	NORWOOD, PENNSYLVANIA
FORTE, ANDREW J.	A/1C	ALBUQUERQUE, NEW MEXICO	PILLMAN, CHARLES	Capt	AFTON, MISSOURI
FREEMAN, PICKENS N.	Maj	WINSTON-SALEM, NORTH CAROLINA	PLYMALE, JAY	1st Lt	ATLANTA, GEORGIA
FULLER, RICHARD H.	A/1C	INKSTER, MICHIGAN	POLIZZI, SALVATOR J.	1st Lt	NORTH HOLLYWOOD, CALIFORNIA
GARCIA, RALPH A.	SSgt	SAN ANTONIO, TEXAS	PRESTON, ROBERT M.	1st Lt	SAN FRANCISCO, CALIFORNIA
GARDNER, JOHN S.	Lt Col	FANWOOD, NEW JERSEY	RAMSEY, DEAN A.	1st Lt	REYNOLDSBURG, OHIO
GIBSON, CARL	Maj	SOUTH ATTELBORO, MASSACHUSETTS	REITER, JOHN R.	A/3C	LINCOLN, NEBRASKA
GILBERT, EUGENE W.	Maj	SPRINGFIELD, ILLINOIS	REMER, ARNOLD L.	A/B	TOLEDO, OHIO
GOODIN, JAMES L.	A/2C	PEKIN, ILLINOIS	RITCHEY, MELVIN L.	Lt Col	HALE CENTER, TEXAS
GOURSE, SAMUEL M.	Lt Col	FALL RIVER, MASSACHUSETTS	ROLNICK, ABE	Lt Col	UNIVERSITY, ALABAMA
GRAY, CHARLES N.	TSgt	MILWAUKEE, WISCONSIN	ROMERO, LUIS	TSgt	LAWDALE, CALIFORNIA
GREEN, ALAN R.	A/2C	WICHITA, KANSAS	RUMLER, IRWIN	Capt	WINTER HAVEN, FLORIDA
GREER, WILLIAM C.	1st Lt	EVANSVILLE, INDIANA	SAUM, JOHN E.	Capt	TOLEDO, OHIO
GRILL, ANDRE J.	Capt	RACINE, WISCONSIN	SHAFER, VERL R.	Col	NEW CASTLE, INDIANA
GROSSENBACHER, ARTHUR	Capt	ANDERSON, INDIANA	SHAWN, GILBERT S.	Maj	NEW YORK CITY, NEW YORK
HAGELBERGER, ROBERT J.	SSgt	CHICAGO, ILLINOIS	SIGMAN, HAL C.	1st Lt	BURLINGTON, NORTH CAROLINA
HALE, WILLIAM R.	Capt	HUNTSVILLE, ALABAMA	SIMPSON, ALLAN R., JR.	Maj	CANTON, OHIO
HARRIS, THOMAS A.	Maj	YORK, PENNSYLVANIA	SIMPSON, R. C.	Col	RIDGEWAY, PENNSYLVANIA
HART, HERBERT G.	Capt	MONTA VISTA, CALIFORNIA	SIMON, ROBERT W.	1st Lt	STANFORD, CALIFORNIA
HART, TED	Capt	WALLA WALLA, WASHINGTON	SIZER, QUENTIN W.	1st Lt	IVESTFIELD, MASSACHUSETTS
HARTMAN, J. C.	SSgt	PORTLAND, OREGON	SMITH, ELMER C.	MSgt	BIRMINGHAM, ALABAMA
HASTINGS, RALPH	A/2C	CONRAD, MONTANA	SMITH, JOSEPH M.	1st Lt	ALBUQUERQUE, NEW MEXICO
HAWKINS, S. D.	Maj	DAYTON, OHIO	SNEDEKER, K. L.	1st Lt	MILLTOWN, NEW JERSEY
HENSLEY, HOMER H.	Lt Col	ADA, OKLAHOMA	SPENCER, FLOYD	Capt	ROCHESTER, NEW JERSEY
HERTZBERG, FRANK	Maj	SANTA ANA, CALIFORNIA	SPINA, DOMINIC F.	MSgt	MEMPHIS, TENNESSEE
HERTZOG, JACOB F., JR.	SSgt	PASS CHRISTIAN, MISSISSIPPI	STERNE, HAROLD E.	1st Lt	CINCINNATI, OHIO
HULVEZ, HENRY W.	A/1C	ST. CLAIR SHORES, MICHIGAN	STRAUD, DAVID H.	A/3C	CINCINNATI, OHIO
HUTTON, ROBERT M.	Lt Col	OKLAHOMA CITY, OKLAHOMA	SUDER, MORRIS	A/1C	SEATTLE, WASHINGTON
JANES, MARTHA F.	Capt	WEST ALLIS, WISCONSIN	SULLIVAN, JOHN F.	Capt	MILTON, MASSACHUSETTS
JARVIS, REED W.	SSgt	NEW PALTZ, NEW YORK	SURACI, CHARLES X.	A/1C	WASHINGTON, D. C.
JEFFREY, WILLIAM W.	Capt	BOSTON, MASSACHUSETTS	SWART, RICHARD L.	Maj	ROYAL OAK, MICHIGAN
JOHNSON, HERBERT E.	TSgt	SPARTANBURG, SOUTH CAROLINA	TANK, ROBERT H.	Capt	MILWAUKEE, WISCONSIN
JOHNSON, MAX C.	SSgt	NORFOLK, VIRGINIA	TITERTON, WILLIAM D.	Capt	NEW HYDE PARK, NEW YORK
KAHLER, LOUIS	A/B	NESS CITY, KANSAS	TOMAHAWK, MILO RED	A/2C	CANNON BALL, NORTH DAKOTA
KAMCHI, JEROME	1st Lt	ELKINS PARK, PENNSYLVANIA	URANICH, JOHN W.	MSgt	MILWAUKEE, WISCONSIN
KANA, ALFRED J.	Capt	NEW YORK CITY, NEW YORK	VAN BUSKIRK, R.	Maj	DENVER, COLORADO
KAWOLIS, FRANK E.	TSgt	MILLBURY, MASSACHUSETTS	WALLACE, JAMES W.	Capt	SAN DIEGO, CALIFORNIA
KELCH, MONTE R.	A/3C	LOVELAND, OHIO	WATSON, FLOYD W.	A/1C	KNOXVILLE, TENNESSEE
KELLY, DAVID G.	SSgt	LAYTON, UTAH	WETHERELL, JOSEPH	A/3C	MITCHEL AFB, NEW YORK
KIELEY, REED L.	SSgt	JACKSON, MICHIGAN	WILLIAMS, REGINALD H.	Capt	PORTLAND, MAINE
LANDRUM, GUY A., JR.	Capt	MIDLAND, TEXAS	WILSON, CLAUD R.	A/2C	WAYNESBURG, NEW YORK
LARSON, ROBERT L.	A/2C	JOLIET, ILLINOIS	WILSON, LLOYD, JR.	A/3C	DETROIT, MICHIGAN
LATIMER, G. W., JR.	1st Lt	PRINCETON, NEW JERSEY	WILSON, ROBERT H.	Capt	MODESTO, CALIFORNIA

Retirements

Colorful ceremonies on March 31 at Mitchel AFB, N. Y., marked the retirement of three ConAC officers. Honored at the final parade and review were Maj. Gen. Homer L. Sanders, vice commander of ConAC; Maj. Gen. Walter R. Agee, national commander of the Civil Air Patrol; and Lt. Col. Mary L. Kersey, WAF Staff Director of ConAC.

A veteran of 32 years military service, General Sanders has served as ConAC's vice commander since September 1957. His most recent assignment prior to ConAC was as commander of the Allied Air Forces in Northern Europe.

General Sanders' decorations include the Legion of Merit, Silver Star, Distinguished Flying Cross, Bronze Star Medal, Air Medal with one Oak Leaf Cluster, French Legion of Honor (degree of Legionnaire) and Croix de Guerre, and the Luxembourg Order of Adolph of Nassau and Croix de Guerre.

General Agee completed 31 years service upon retirement. He is a rated command pilot and aircraft observer and has

been the recipient of the Legion of Merit and the Bronze Star. He assumed command of the Civil Air Patrol, Hq. CAP-USA, Bolling AFB, Washington, D.C., in January 1956. He will be succeeded by Brig. Gen. Stephen D. McElroy, formerly chief of staff of the U. S. Air Force Academy.

Col. Kersey entered military service during WWII as a member of the WAAC. She has since held many responsible positions with the WAC and the WAF.

Weather Calculator

A new circular "slide rule" type weather aid—The Aviator's Weather Calculator—has been developed by Air Force Reservist, Major Samuel Kramer. The pocket-sized instrument is claimed to be effective under all atmospheric conditions and indicates instantly the safest flight plan to follow when encountering hazardous weather.

♣ Maj. Kramer, an M-Day assignee at Princeton University AFOTC, is employed by the U.S. Army Signal Corps at Fort Monmouth and resides with his family in Red Bank, New Jersey.

"good" years toward RETIREMENT

by Earl E. Lane

Editor's Note: This is the second of three articles on Air Force Reserve Retirement. The first part, which appeared last month, outlined the over-all retirement eligibility requirements for Air Force Reservists. Part II concerns itself with point-gaining activities and computation of points for retirement credit. The series will be concluded in the May issue.

PART II—How You Earn Points.

It goes without saying that earning points toward retirement requires some effort on the Air Force Reservist's part. In order to qualify for points he must be in a Ready or Standby Reserve status. It is also well to caution that not all Reservists are eligible to earn points. These include members of the Ineligible Reserve Section (IRS), Inactive Status List Reserve Section (ISLRS), or Reserve Retired List.

There are two broad categories in which Reservists may earn points. The first is while on extended active duty, including active duty for training, during which one point per day is earned. The second group consists of points earned for inactive duty training while participating in Reserve activities. This latter group is entitled to a gratuitous 15 points annually in addition to those they earn.

A *good* year (satisfactory Federal service) is determined on the basis of 50 points earned annually (15 gratuitous points included), which is the minimum required for a satisfactory year to be credited toward retirement. A maximum of 60 inactive duty points for retirement may be earned for credit in any one year, and although these additional ten points are computed for retirement pay purposes, *they may not be carried over to a year which lacks the minimum 50 points.* Active duty, or active duty for training may also be applied for credit computation. It is therefore possible for a Reservist to accrue 75 points, or more (inactive duty training + two-week and other tours + 15 gratuitous points) for pay computation at retirement. It must be kept in mind that a maximum of 60 points for inactive duty training prevails, with additional points coming only from active duty training. In any event, the total number of points that may be earned and credited for retirement in a year are 365 (366 for Leap Year).

Points are given for several types of inactive duty training, for which normally four hours must be spent in training.

Points are awarded for attendance at unit training assemblies; Air Reserve Center training; job proficiency training; for each three hours of extension courses satisfactorily completed; and for duty as an instructor in preparation for a training assembly. Each four hours of flying time authorized and performed in military aircraft by rated personnel over and above regularly scheduled unit training assemblies will be credited as one point.

While the above mentioned activities are the usual ways Reservists may earn points, there are several other avenues toward retirement credit: Attendance at authorized unit schools; training with ROTC elements of the Armed Forces; instruction at Civil Air Patrol units; recruiting duty; Air

Force Academy liaison duty; special AF or Reserve sponsored community projects; or attendance at certain professional and trade conventions where Reserve training is included in the program. Training duties with the Selective Service System and the Military Amateur Radio System are also included. Professional medical and dental personnel are offered a variety of opportunities to earn points.

There are limitations on the awarding of points. Simultaneous participation in more than one activity for point-gaining purposes is not authorized. Not more than one point will be awarded in any one day, unless the participation is of at least 8-hour's duration—in this event the maximum of two points may be awarded.

A record of earned points is maintained on AF Form 190 (USAF Reserve Personnel Record Card), and each entry must be properly substantiated. For instance, credit for flying time must be supported by AF Form 5 or 5A; credit for satisfactory completion of an extension course requires a Certificate of Completion; credit for active duty service must be supported by DD Form 214 (Armed Forces of the U. S. Report of Transfer or Discharge), or DD Form 220 (Active Duty Report). Credit for inactive duty training is authenticated on AF Form 40 or 40A.

In previous issues of *The Air Reservist*, our readers have been cautioned to insure that their records reflect credit for ECI course completion. In every other case where points are earned, the Reservist should be sure that he is receiving proper credit. There have been cases where Reservists have actually earned the required number of points for a *good* year, but failed on some occasions to follow through to insure proper authentication. As a result these Reservists were under the impression that they had credit for 20-years of satisfactory Federal service. Unfortunately, the records indicated otherwise. Where they have been unable to support their claims, they have since been required to earn additional *good* years to make up 20-years of satisfactory service.

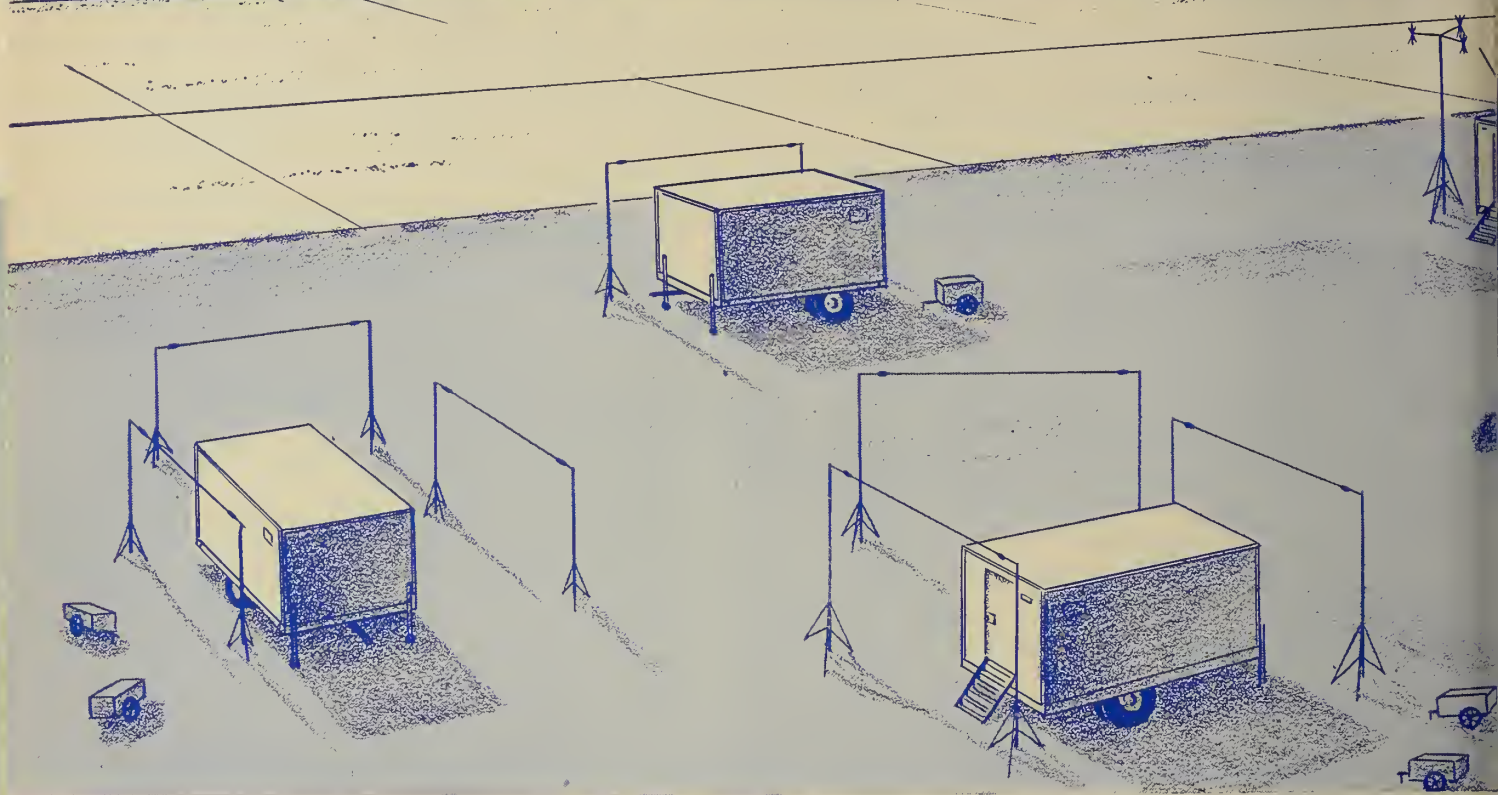
It is well to emphasize that *if less than 50 points (including gratuitous points) are earned in any one year, that year is lost toward 20-year retirement credit.* There is no way to make up for a lost year by additional points. One saving grace, however, is the fact that the points earned in an unsatisfactory year, including a pro-rata share of gratuitous points, may be applied to the total compilation of points for retirement pay purposes. This, and other features of point-gaining activity, are spelled out in detail in AFR 45-15, 10 July 1957.

For those Reservists who would like to compute their points and get an estimate of the value of their retirement income, the following formula is furnished:

Days of Active Service (EAD and other tours) + 50 Days (Points) For Each Year Before July 1, 1949 + 1 Day For Each Inactive Duty Point (Not to exceed 60 days in any one year) ÷ by 360 X 2½% X Base Pay of Grade Held At Retirement.

(The third and final article in this series will outline benefits of the Air Force Reserve Retirement system and list a table showing the value of points.)

Communications + Mobility = Key to



The Airways and Air Communications Service of the Air Force Reserve comes into its own during the next 15 months when 38 million dollars already appropriated will be spent for new and advanced mobile equipment. This equipment will be used to service 24 airfields.

Eight different type mobile communications vans, with generator equipment, are being procured and will be issued to each squadron and detachment at the rate of 15 to 20 vans per organization. Manufactured by Craig Systems, Inc., Danvers, Mass., the vans will be capable of providing a variety of AACS services. The key van is the *AN/MRN-12 Air Traffic Control Central*, which is a mobilized miniature control tower designed to supervise aircraft on and around airfields and during landings and take-offs.

Other vans, which are less elaborate, but provide supplementary support services are:

- *AN/MSQ-10—Radio Teletypewriter-Facsimile Set.* This is a mobile receiving station for CW, voice, facsimile and teletype communications primarily concerned with weather information. It can also be used as an operating and control position for ground-to-air and point-to-point radio communication.
- *AN/MGC-2—Central Office, Teletypewriter.* A mobile communications center for transmitting and receiving teletypewriter and telephone traffic.
- *AN/MRN-13—Radio Beacon.* A mobile homing facility for the guidance of aircraft.
- *AN/MRR-5—Radio Receiving Set.* A mobile receiving station for CW, voice and diversity radio teletypewriter

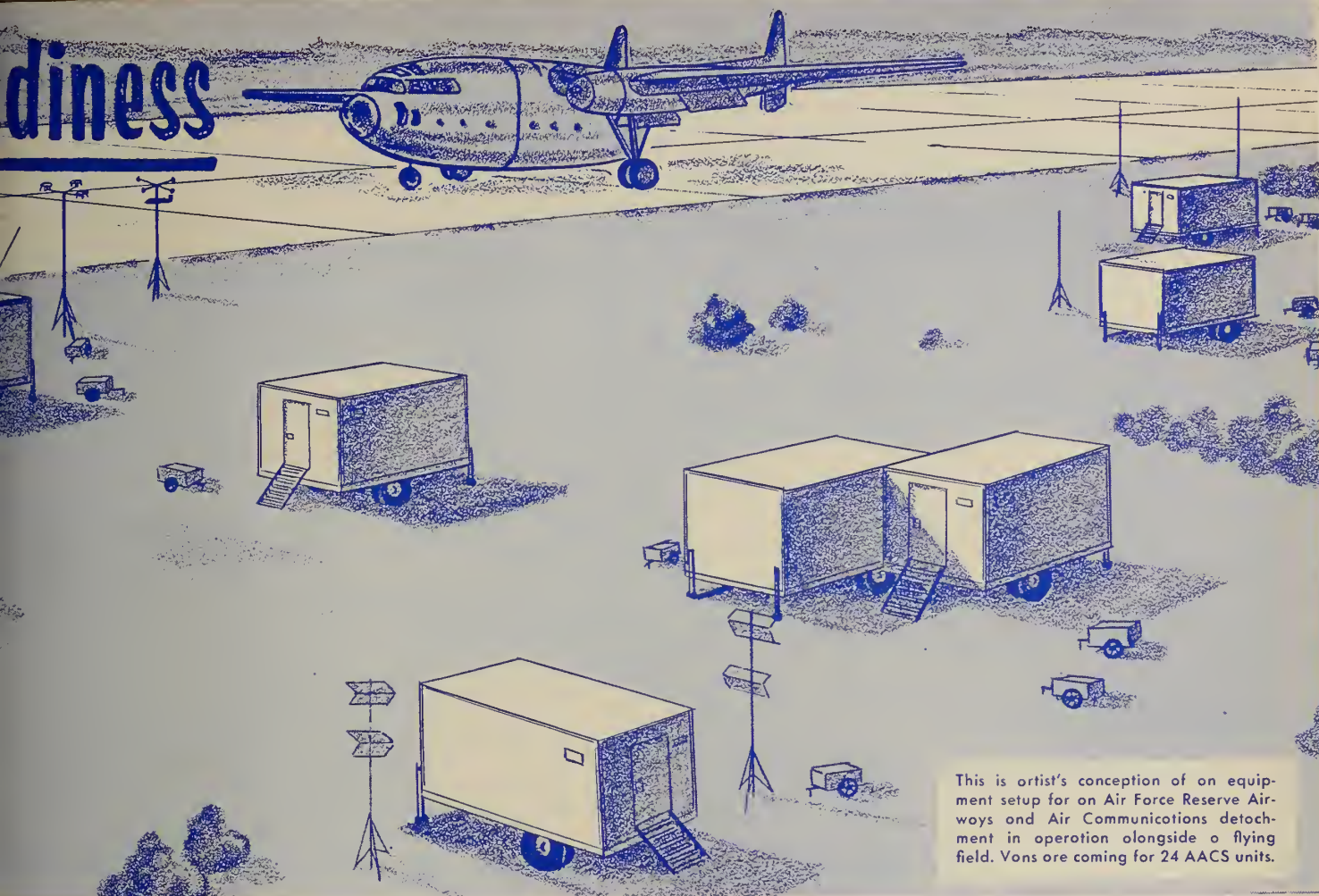
communications. Also, an operating and control for ground-to-air and point-to-point radio communication.

- *AN/MRT-6—Radio Transmitting Set.* A mobile station, for ground-to-air and point-to-point radio transmission.
- *AN/MGC-6—Teletypewriter Set.* A mobile facility for the coding and decoding of signals for wire or radio teletype communications.
- *AN/MRC-41—Radio Set.* A mobile radio relay for use as a relay station or as a terminal station.

For the past two years Reserve AACS units have been utilizing surplus communications equipment from the Regular Air Force and the Military Amateur Radio System. Although some units have begun to receive elements of the new equipment, the majority of the organizations have older facilities. This condition has limited AACS Reservists in their capability to perform within the *Ready Reserve* concept. The new equipment will permit the three squadrons and 21 detachments to participate in any event where communications aids are required. It is conceivable that they may be utilized during domestic emergencies as a back-up to Regular Air Force facilities. In any event, they will be readily available to move into make-shift, abandoned, or inactive flying fields to meet their full mobilization capability. They will also be utilized in troop carrier exercises and are scheduled to participate in *Pine Cone III*, an operation already in the planning stages.

Although Reserve AACS units are trained and stationed at Regular Air Force bases, they have a primary assignment to the nearest Air Reserve Center, with an M-Day assignment to the Military Air Transport Service. All of the AACS units

diness



This is artist's conception of an equipment setup for an Air Force Reserve Airways and Air Communications detachment in operation alongside a flying field. Vans are coming for 24 AACs units.

are mobile and operate as separate entities. The three squadron units consist of 7 officers and 130 airmen; three heavy detachments are authorized 3 officers and 51 airmen; eighteen light detachments call for 2 officers and 36 airmen.

Requirements exist for tower operators, ground power maintenance men, radio maintenance men and teletypewriter repairmen. Tower operators should have previous training; however, on-the-job trainees are acceptable. In many cases, trainee-tower personnel will be sent to the appropriate Air Force technical training school under the 6-month training program. Radio amateurs and personnel with civilian background in communications work are also being sought.

Reserve AACs units are located at the following Air Force installations:

AACS Unit	Training Location	AResC
11th AACs Sq.	Scott AFB, Ill.	2657th, St Louis, Mo.
Det 1	Selfridge AFB, Mich.	2652d, Detroit, Mich.
Det 2	Richards-Gebaur AFB, Mo.	2653d, Kansas City, Mo.
Det 3	Offutt AFB, Neb.	2651st, Omaha, Neb.
Det 4	Mitchel AFB, N. Y.	2623d, Mitchel AFB, N. Y.
Det 5	Davis-Monthan AFB, Ariz.	2638th, Phoenix, Ariz.
Det 6	Wright-Patterson AFB, Ohio	2628th, Cincinnati, Ohio
Det 7	March AFB, Calif.	2646th, Mira Loma, Calif.
12th AACs Sq.	Mather AFB, Calif.	2649th, Sacramento, Calif.
Det 1	Hill AFB, Utah	2647th, Clearfield, Utah
Det 2	Travis AFB, Calif.	2649th, Sacramento, Calif.
Det 3	George Wright AFB, Wash.	2642d, Spokane, Wash.

Det 4	Luke AFB, Ariz.	2638th, Phoenix, Ariz.
Det 5	Hamilton AFB, Calif.	2643d, San Francisco, Calif.
Det 6	Norton AFB, Calif.	2646th, Mira Loma, Calif.
Det 7	Luke AFB, Calif.	2638th, Phoenix, Ariz.
13th AACs Sq.	Tinker AFB, Okla.	2694th, Oklahoma City, Okla.
Det 1	Bergstrom AFB, Texas	2688th, Austin, Texas
Det 2	James Connally AFB, Texas	2693d, Ft Worth, Texas
Det 3	Hunter AFB, Ga.	2686th, Jacksonville, Fla.
Det 4	Kelly AFB, Texas	2568th, San Antonio, Texas
Det 5	Brookley AFB, Ala.	2681st, Jackson, Miss.
Det 6	McDill AFB, Fla.	2698th, Tampa, Fla.
Det 7	Robins AFB, Ga.	2689th, Atlanta, Ga.

Military aviation is a far cry from the days when pilots literally flew by the seat of their pants. It has been more than a quarter-of-a-century since these rugged types have been relegated to legendry. Their demise began in 1934 when an Army Air Corps lieutenant colonel by the name of Henry "Hap" Arnold led a flight of Martin B-10 bombers to Alaska and back. Although extensive navigation and communication preparations were set up in advance, the flight proved the system was inadequate. Thus began a 4-year fight by Arnold which culminated in 1938 in what is now the Airways and Air Communications Service—a worldwide organization.

World War II demonstrated the importance of these aids when the then Army Airways Communications Service guided thousands of our fighters and bombers to and from successful missions throughout the world. Mobility was the key to a successful AACs system, and now the Air Force Reserve shares in that responsibility.



OPERATION "PITTSBURGH"—Headed by Gen. Matthew B. Ridgeway, USA (Ret), this gala two day event will be celebrated May 8-9 in conjunction with Pittsburgh, Pa.'s Bi-centennial and Armed Forces Day. Program highlights include the USAF *Thunderbirds*; an 800-man paradrop (101st Airborne Division) by troop carrier aircraft of 9AF and ConAC's 758th TCW; and fly-overs and static displays. The 2253d Air Base Group, Greater Pittsburgh Airport, will hold open house May 9th.

CONNECTICUT UNIT HAS A FIRST—Ninety per cent manned, the 337th Troop Carrier Squadron with all full-time Reservists (Air Reserve Technicians) came under the command of Lt Col Stanley J. Wojno, AFRes., on March 20th. The 337th is assigned to the 514th TCW at Mitchel AFB, N. Y.

SIDELIGHT ON SWIFTLIFT—Air Force Reserve flying crews of 4AF have piled up an impressive 612,000 miles—comparable to 11 roundtrips to the moon—on Operation *Swiftlift* in the past two years. The 452d TCW, Long Beach, Calif., and the 349th TCW, Hamilton AFB, Calif., have eight squadrons working on the project at one time or another. The 349th—known as the Golden Gate Wing—airlifted nearly 200 tons of the total cargo while flying 323,227 accident-free miles on 72 missions, an average of 4,500 miles per mission.

SPECIAL EVENTS—The Third Annual Air Reserve Conference, featuring Global and Space Strategy and co-sponsored by the 2697th AResC, will be held at Houston, Texas on April 25 . . . Youth In Space Age exhibits, sponsored by the U. S. Air Force Academy in cooperation with local AFR and ANG units will be featured at Westchester County Airport, White Plains, N. Y., on May 16-17 . . . The 9984th Air Reserve Squadron sponsors its third Airpower Panorama at the Anderson, S. C. airport on May 9-10.

VALIANT LADY—We salute Mrs. Marion "Ma" Collins of Miami, Fla—a courageous and patriotic lady. After learning of the loss of her son, Captain Joseph S. Collins, an Air Force navigator during the Korean War, Mrs. Collins joined the Ground Observer Corps and amassed a total of 7,000 hours of distinctive service prior to its recent inactivation. Determined to continue her devotion to the Air Force, she then organized an Air Reserve Volunteer Support Group of 55 civilians (former GOC) who now serve an average of four hours weekly (total of 225 hours) helping out at the 2677th, Miami Air Reserve Center.

ANG "MINUTE MEN" CHANGES—Col. Walt Williams, who led ANG's "Minute Men" for the past five years, retired from the aerobatic team to give full attention to his duties as commander of 140th Fighter Gp, Colorado ANG. Succeeding Col. Williams as team captain is Capt. Bob Cherry, WWII ace and former wing-man for Williams. Lt. John France, who has been flying solo, moves into Cherry's old spot. Other "Minute Men" regulars are Lt. Bob Odle, right wing, and Capt. Gobel James, slot.

TROPHY FOR WISCONSIN ANG UNIT—The Pierstorff Trophy, named in honor of Lt. Duane Pierstorff, Wisconsin Air Guardsman killed in an aircraft accident last year, was awarded to Madison's 176th Fighter Interceptor Squadron (AD), as winners of an aerial rocket gunnery contest held in Sheboygan recently.



SHORT HOPS—Lt. Col. Charles E. Fritz, AFRes., 2617th AResC., Arlington, Va., recently acted as consultant to NBC in development of series of ten half-hour programs entitled "Ten For Survival," produced by NBC for Office of Civil Defense Mobilization and narrated by Chet Huntley.

Command changes—Col. Charles D. Daily, cmdr 442d TCW, Richards-Gebaur AFB, Mo., assumed full command, under ART program, of all support activities formerly performed by 2472d ARFC. His wing also added the ConAC Certificate of Meritorious Achievement for flying safety to its many other awards. . . Lt. Col. Emanuel F. Bonvincin, former cmdr 2563d AResC, West Los Angeles, Calif., is now chief of Individual Training, at Hq ConAC. . . Lt. Col. Vernon E. Acker assumed command of 313th TCSq, Portland IAP, Ore. The unit, an element of 349th TCW, Hamilton AFB, Calif., recently came under ART program.

Air Guard Items—Col. Dale E. Shafer, Jr., now commands 121st Tactical Fighter Wg, Ohio ANG. He succeeded Brig. Gen. E. H. Briscoe, who became chief of staff, Ohio ANG. . . The ANG's 163d Tactical Fighter Sq., Ft. Wayne, Ind., started an all ex-Marine Corps fighter pilot flight recently when four former Marine Corps jet fighters signed up. . . Brig. Gen. Ross C. Garlich, Air Adj. Gen., Missouri ANG recently swore in two brothers, A/B Roger and 2d Lt. Bruce, into the 157th Tactical Control Gp., Jefferson Bks, Mo. Their last name is also Garlich—the General's sons, naturally.

Miscellany—Col. Joseph L. McCroskey, cmdr, 2688th AResC, Austin, Texas, recently conducted Major General Paul Lube, chief of the Austrian Air Force, and party, on a flying tour of military bases in this country. Col. McCroskey, a West Pointer, got the unusual assignment because of previous duty as U. S. Air Attache to Austria. . . Capt. Charles S. Kerekes, AFRes., 9540th ARSsq, Johnstown, Pa., has been awarded a \$5,000 scholarship by the National Science Foundation. A physics and mathematics instructor, Kerekes will study one year at the University of Michigan. . . What's in a name? MSgt William L. Luck, AFRes., 9829th ARSsq, El Paso, Texas, directly commissioned to first lieutenant. Lt. Luck is an electronics specialist at the White Sands Missile Range. . . Maj. Earl Ludlum, AFRes., Pittsburg, Kas., squeezes his KOAM-TV weathershow and a Reserve meeting into each Tuesday evening. He kills two birds by wearing his AF uniform for both occasions—and a little plugging for the Reserve.



TROOP CARRIER CONFERENCE

Calling the Air Reserve Forces his second team—"now as good as the first"—General Otto P. Wayland, commander of Tactical Air Command, lauded their high state of readiness at the recent annual Ninth Air Force Reserve Troop Carrier Conference at Long Beach, Calif.

The Reservist conferees, which included commanders and key staff officers of ConAC's troop carrier wings and aerial port squadrons throughout the nation, also heard Maj. Gen. David W. Hutchison, 9AF commander, compliment the Reservists on their continued round-the-clock flight training program and effectiveness during aircraft transition and realignment of units. Heaping high praise on the Reserve accomplishments in *Swiftlift* and *Ready Swap* mission assignments, the General noted that these exercises, in addition to relieving TAC active units of a training burden, "more than anything, short of actual warfare, test your capability to the greatest degree, and without question provide excellent combat training. Your admirable flying safety record makes your progress all the more commendable."

In the event of all-out mobilization, more than 70,000 AF Reservists and National Guardsmen would report for duty with TAC. This is nearly 20,000 more men than the current Tactical Air Command active duty force, and makes the command the biggest single user of Air Reserve Forces for M-Day requirements.

All 15 troop carrier wings of the AF Reserve and 12 out of 24 ANG fighter wings are assigned to TAC. In addition,

TAC gains six Reserve aerial port squadrons with their 12 combat control teams and a number of medium troop carrier wings of the Air Guard.

Planners work constantly to fit Reservists into regular TAC exercises or to dream up exacting drills for them. Operation *Dark Cloud*, coming up in May, will be one of the biggest displays of Reserve capability ever staged. The Air Force Reserve will contribute 150 C-119s and 78 aerial port loadmasters to *Dark Cloud*. Air National Guardsmen participants will include 25 F-84s, eight SA-16s, a communication group, and one tactical control group. These units will converge on Fort Bragg May 23 for two weeks of military maneuvers with crack Army parachutists of the 82d Airborne Division. For USAF, it will be a Reserve show.

TAC officials are always looking for more modern planes for the Reservists, despite the fact they appear more than satisfied with some of the "obsolete" planes in their stable. Troop-drop experts believe the C-119 will have a long life in their business. The only appreciable number remaining in USAF's inventory are flown by Reserve units. Fairchild Boxcars are easy to jump from, can fly the short mission, and are highly regarded by Army passengers.

In addition to top Reserve personnel from troop carrier wings and aerial port squadrons, representing ConAC and the numbered air forces at the 9AF Conference were: Brig. Gen. Julian M. Chappell, DCS/Operations, ConAC; Maj. Gen. Sory Smith, 4AF; Maj. Gen. Robert E. L. Eaton, 10AF; and Maj. Gen. John W. Persons, 14AF.



Another gathering of conferees during break includes Col Endress, 938th Air Div showing C-119 to Brig Gen Stiles, 514th TCW, as Maj Gen Hutchison, 9AF, looks on with Brig Gen Alston, 452d TCW. Back row (l-r): Lt. Col Riley, Brig Gen Moore, Col Gutske, Col McPortlin, Gen Weyland, Col Lingle, Brig Gen Foster, Lt Col Hoff, Col Doily and Maj Rathchild.



A break during conference finds C-119 topic of discussion by (l-r) Capt Nerney, 14th Aerial Port Sq; Lt Col Anderson, 512th TCW; Col Carrall, 94th TCW; Lt Col Moss, 18th Aerial Port Sq; Gen Weyland, commander, TAC; Brig Gen Kershaw, 464th TCW; Col Campbell, 302d TCW; Col Wilson, 445th TCW; and Maj Gen Hutchison, 9AF cmdr and confab host.



AFRes Summer Encampments

Reserve Unit	Home Station	Training Sites	Training Dates
FOURTH AIR FORCE			
349th TCW	Hamilton AFB, Calif.	Boise, Idaho	July 18-Aug 1
452d TCW	L'g Beach MAP, Calif.	Boise, Idaho	July 4-18
302d Air Rescue Sq	Williams AFB, Ariz.	Hamilton AFB, Calif.	July 12-26
303d Air Rescue Sq	L'g Beach MAP, Calif.	Hamilton AFB, Calif.	Aug 8-22
304th Air Rescue Sq	Portland IAP, Ore.	Hamilton AFB, Calif.	July 18-Aug 1
17th Aerial Port Sq	Paine AFB, Wash.	Boise, Idaho	July 11-25
12th AACCS Sq (Mob)	Mather AFB, Calif.	Mather AFB, Calif.	Aug 1-15
Det #1, 12th AACCS Sq	Hill AFB, Utah	Hill AFB, Utah	Aug 1-15
Det #2, 12th AACCS Sq	Travis AFB, Calif.	Mather AFB, Calif.	Aug 1-15
Det #3, 12th AACCS Sq	G. Wright AFB, Wash.	Hill AFB, Utah	Aug 1-15
Det #4, 12th AACCS Sq	Luke AFB, Ariz.	Mather AFB, Calif.	Aug 1-15
Det #5, 12th AACCS Sq	Hamilton AFB, Calif.	Hill AFB, Utah	Aug 1-15
Det #6, 12th AACCS Sq	Norton AFB, Calif.	Mather AFB, Calif.	Aug 1-15
8465th Air Term Sq	Tacoma, Wash.	McChord AFB, Wash.	July 12-26
8466th Air Term Sq	Alameda, Calif.	Travis AFB, Calif.	Mar 6-20, 1960
8467th Air Term Sq	Boise, Idaho	Travis AFB, Calif.	Aug 2-17
616th USAF Hospital	Long Beach, Calif.	Mt. Home AFB, Idaho	Aug 1-15
631st USAF Hospital	San Francisco, Calif.	Mt. Home AFB, Idaho	Aug 15-29

TENTH AIR FORCE

434th TCW	Bakalar AFB, Ind.	Ellington AFB, Texas	Aug 15-29
433d TCW	Brooks AFB, Texas	Bakalar AFB, Ind.	Aug 15-29
446th TCW	Ellington AFB, Texas	Ellington AFB, Texas	July 18-Aug 1
440th TCW	Gen. Mitchell Fld, Wis.	Bakalar AFB, Ind.	July 18-Aug 1
442d TCW	Rich.-Gebaur AFB, Mo.	Ellington AFB, Texas	Aug 1-15
403d TCW	Selfridge AFB, Mich.	Bakalar AFB, Ind.	Aug 1-15
305th Air Rescue Sq	Selfridge AFB, Mich.	Selfridge AFB, Mich.	Aug 3-17
16th Aerial Port Sq	Bakalar AFB, Ind.	Bakalar AFB, Ind.	Aug 8-22
11th AACCS Sq (Mob)	Scott AFB, Ill.	Bakalar AFB, Ind.	July 18-Aug 1
Det #1, 11th AACCS Sq	Selfridge AFB, Mich.	Bakalar AFB, Ind.	Aug 1-15
Det #2, 11th AACCS Sq	Rich.-Gebaur AFB, Mo.	Bakalar AFB, Ind.	July 18-Aug 1
Det #3, 11th AACCS Sq	Offut AFB, Neb.	Bakalar AFB, Ind.	Aug 1-15
13th AACCS Sq (Mob)	Tinker AFB, Okla.	Ellington AFB, Texas	July 18-Aug 1
Det #1, 13th AACCS Sq	Bergstrom AFB, Texas	Ellington AFB, Texas	Aug 15-29
Det #2, 13th AACCS Sq	J. Connally AFB, Texas	Ellington AFB, Texas	July 18-Aug 1
Det #4, 13th AACCS Sq	Kelly AFB, Texas	Ellington AFB, Texas	Aug 15-29
11th GEEIA Sq	Tinker AFB, Okla.	Tinker AFB, Okla.	June 7-21
8473d Air Term Sq	Chicago, Ill.	Dover, Delaware	July 18-Aug 1
8474th Air Term Sq	Chicago, Ill.	Dover, Delaware	July 18-Aug 1
622d USAF Hospital	Fort Worth, Texas	March AFB, Calif.	July 18-Aug 2
625th USAF Hospital	Indianapolis, Ind.	Wrt.-Patsn. AFB, Ohio	Aug 16-30
637th USAF Hospital	New Orleans, La.	Keesler AFB, Miss.	June 14-28
640th USAF Hospital	Chicago, Ill.	Lowry AFB, Colo.	July 5-19

FOURTEENTH AIR FORCE

302d TCW	Clinton CY AFB, O	Clinton CY AFB, O	July 11-25
459th TCW	Andrews AFB, Md.	Cp Campbell AAF, Ky.	Aug 30-Sept 13
445th TCW	Dobbins AFB, Ga.	Memphis, Tenn.	July 5-19
94th TCW	Hanscom Field, Mass.	Grenier AFB, N. H.	Aug 16-30
435th TCW	Miami IAP, Fla.	Grenier AFB, N. H.	Aug 2-16
512th TCW	Willow Gr. NAS, Pa.	Grenier AFB, N. H.	July 19-Aug 2
337th TCSq	Bradley Field, Conn.	Grenier AFB, N. H.	June 14-28
301st Air Rescue Sq	Miami IAP, Fla.	Miami IAP, Fla.	Aug 9-23
11th Aerial Port Sq	Mitchel AFB, N. Y.	Grenier AFB, N. H.	July 19-Aug 2
14th Aerial Port Sq	Sewart AFB, Tenn.	Clinton Co. AFB, Ohio	July 11-25
15th Aerial Port Sq	Donaldson AFB, S. C.	Grenier AFB, N. H.	Aug 9-23
18th Aerial Port Sq	Pope AFB, N. C.	CP Campbell AAF, Ky.	Aug 30-Sept 13
Det #3, 13th AACCS Sq	Hunter AFB, Ga.	Dobbins AFB, Ga.	Aug 1-15
Det #5, 13th AACCS Sq	Brookley AFB, Ala.	Robins AFB, Ga.	June 6-20
Det #6, 13th AACCS Sq	McDill AFB, Fla.	Robins AFB, Ga.	July 18-Aug 1
Det #4, 11th AACCS Sq	Mitchel AFB, N. Y.	Robins AFB, Ga.	Aug 15-29
Det #7, 13th AACCS Sq	Robins AFB, Ga.	Robins AFB, Ga.	July 4-18
8455th Air Term Sq	Worcester, Mass.	McGuire AFB, N. J.	Aug 1-15
8456th Air Term Sq	Worcester, Mass.	McGuire AFB, N. J.	Aug 1-15
8457th Air Term Sq	Wilkes-Barre, Pa.	Dover AFB, Del.	Feb 27-Mar 12, 1960
8458th Air Term Sq	Yorkville, N. Y.	McGuire AFB, N. J.	July 11-25
8459th Air Term Sq	Newark, N. J.	McGuire AFB, N. J.	Aug 15-29
8478th Air Term Sq	Miami, Fla.	Charleston, S. C.	Aug 15-29
8479th Air Term Sq	Charlotte, N. C.	Charleston, S. C.	July 20-Aug 3
8480th Air Term Sq	Mobile, Ala.	Charleston, S. C.	July 5-19
619th USAF Hospital	Boston, Mass.	Westover AFB, Mass.	Aug 17-31
620th USAF Hospital	Tampa, Fla.	Maxwell AFB, Ala.	June 14-28
628th USAF Hospital	Baltimore, Md.	Langley AFB, Va.	Aug 16-30
635th USAF Hospital	New York, N. Y.	Wrt.-Patsn. AFB, Ohio	Aug 1-15

DFC Story

The March *Air Reservist* included an article on SSgt Willis J. Beauchamp, AFRes, indicating the belief that he was the only known non-EAD Air Force Reservist to be awarded the Distinguished Flying Cross. We now learn of a similar award to Capt. Lawrence C. Lundberg, AFRes, who on Oct 12, 1956, while on a training mission with the 440th Fighter Bomber Wg (Res), ejected into the Minnesota River after having flown his disabled aircraft away from the heart of Minneapolis. He delayed his ejection beyond the point where he could have hoped to survive. Capt. Lundberg was posthumously awarded the Oak Leaf Cluster to the DFC for his action. [The *Air Reservist* is interested in any information relating to similar type awards.]

Nursing Symposium

A Nursing Symposium highlighting *Educating Personnel for Disaster Nursing* will be held in conjunction with the Biennial Convention for the National League for Nursing at Convention Hall, Philadelphia, Pa., May 11-15. Air Force Reserve nurse officers attending the convention may earn retirement points provided they are in the Ready or Standby Reserve, and attend in uniform.

One point will be awarded for continuous participation of at least two hours in any one session; however, not more than one point will be awarded in any one calendar day. Participation is without pay. The provisions of AFRs 45-15 and 45-37 will be complied with. An officer representing Hq ConAC will be in attendance at all sessions for which training credit is authorized and will issue appropriate AF Forms 40 or 40A.

■ AUTHORIZATIONS from page 2

also undergo adjustment. These changes will be limited to increases based only on valid wartime needs, and not to accommodate individual Reservists. Careful consideration will be given to retaining current positions which are filled by participating Reservists. Since flying training cannot be provided at Air Reserve Centers, no changes from Part I to Part II will be permitted for positions which require a rated officer.

Changes in medical positions (90 through 99 career fields) are not permitted except to allow assignment and job proficiency training from Part II to Part I. It is anticipated that any changes made will become effective July 1, 1959.

■ MAIL BAG from page 2

the Korean Conflict and were members of a Reserve component on or before August 15, 1945 will be entitled to receive retired pay benefits at age 60, etc. Does this mean that Korean veterans who were not in the Reserve before the 1945 date are not entitled to retirement benefits?

S. B., Miami, Fla.

No. The item in question applied only to an Air Force Reserve officer who was a Reserve of the Armed Force before August 16, 1945. Korean veterans who have become Reservists on or after August 16, 1945 are eligible to establish retired pay for nonregular service by virtue of age and service requirements under the provisions of Sections 1331 and 1332, Title 10, U.S. Code.

May I, a reservist not on active duty, secure more than one copy of my active duty separation papers?

A. J., Washington, D. C.

Certificates of Service and Discharge are important personal documents and we urge that all individuals safeguard their original number one copy of the DD Form 214. If the original is lost or destroyed, you may secure *one* official photo copy, but satisfactory proof must be furnished that the loss or destruction was not intentional. Members of the Air Force Reserve may submit their requests to the Commander, Air Reserve Records Center, 3800 York Street, Denver 5, Colorado, Attn: RS-5. The use of DD 1108, Application for Replacement of Separation Documents, is preferred, but letter requests will be honored. Please give full name, grade, service number, period of service and type of document desired, and a *statement as to loss, destruction, or non-receipt of document.*

As provided in Public Law 497, 84th Congress, my Total Years Service Date (TYSD) was adjusted to include my 4 years of dental school. Is this time also creditable for retirement pay purposes?

R. B., Falls Church, Va.

No. Such credit is given to doctors and dentists for purposes of determining lineal position and grade only and is not creditable in computing satisfactory Federal service for retirement under the provisions of Section 1331, Title 10, United States Code. Retirement credit is based on service performed in an enlisted, warrant or commissioned status as a member of the Armed Forces.

ANG Summer Encampments

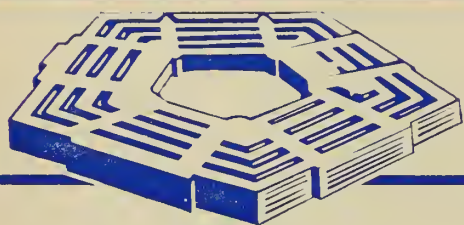
Training Site and Unit	Parent State	Dates
Volk Field, Comp Douglas, Wisconsin		
119th Ftr Gp	North Dakota	May 30-June 13
128th Ftr Gp	Wisconsin	June 13-27
131st Tac Ftr Wg (SD)		
110th, 169th & 170th TFS	Missouri, Illinois	June 27-July 11
113th Tac Ftr Wg		
121st, 167th, 104th & 142d TFS	D.C., W. Va., Md., Del.	July 11-25
122d Tac Ftr Wg (SD)		
113th, 163d & 112th TFS	Indiana, Ohio	July 25-Aug 8
121st Tac Ftr Wg (SD)		
162d, 164th & 166th TFS	Ohio	Aug 8-22
115th Ftr Gp	Wisconsin	Aug 22-Sep 5
Phelps-Collins ANG Base, Alpena, Michigan		
126th AD Wg & 126th Ftr Gp	Illinois	June 27-July 11
114th Ftr Gp	South Dakota	July 11-25
132d AD Wg, 132d Ftr Gp & 173d FIS	Iowa, Nebraska	July 25-Aug 8
127th TR Wg, 107th, 171st, 172d, and 117th TRS		
133rd AD Wg, 133rd Rtr Gp & 179th FIS	Michigan, Kansas	Aug 8-22
	Minnesota	Aug 22-Sep 5
Travis Field, Savannah, Georgia		
125th Ftr Gp	Florida	June 7-21
878th Eng Av Bn	Georgia (ARNG)	June 21-July 5
116th Ftr Intcp Wg, 116th Ftr Intcp Gp & 165th Ft Gp		
134th Ftr Gp	Georgia	July 5-19
145th Ftr Gp	Tennessee	July 19-Aug 2
169th Ftr Gp	North Carolina	Aug 2-16
	South Carolina	Aug 16-30
Otis AFB, Falmouth, Massachusetts		
130th Trp Carr Sq	West Virginia	May 23-June 6
101st AD Wg & 132d FIS	Maine	June 20-July 4
102 Ftr Gp (TF)	Massachusetts	July 4-18
135th Trp Carr Sq	Maryland	July 4-18
102d Tac Ftr Wg Hq	Massachusetts	July 11-25
104th Ftr Gp (TF)	Massachusetts	July 18-Aug 1
143d Trp Carr Sq	Rhode Island	Aug 1-15
108th TF Wg Hq (SD) & 149th TFS	New Jersey, Virginia	Aug 15-29
Municipal Airport, Gulfport, Mississippi		
159th Ftr Gp & 183d AMTS	Louisiana, Mississippi	June 7-21
117th TR Wg, 106th, 160th, 153d, & 184th TRS		
118th TR Wg, 105th, 155th, 180th & 174th TRS	Ala., Miss., Ark.	June 21-July 5
137th AD Wg, 137th Ftr Gp & 127th FIS		
138th Ftr Gp	Tenn., Mo., Iowa	July 5-19
123d TR Wg, 165th & 154th TRS	Oklahoma, Kansas	July 19-Aug 2
	Oklahoma	Aug 2-16
	Kentucky, Kansas	Aug 16-30
Hancock Field, Syracuse, New York		
112th AD Wg & 112th Ftr Gp	Pennsylvania	June 13-27
107th Ftr Gp (TF)	New York	June 27-July-11
107th Tac Ftr Wg, 137th TFS & 109th Ftr Gp (TF)		
105th Ftr Gp (TF)	New York	July 11-25
106th Aeromed Trans Gp, 102d & 140th AMTS	New York	July 25-Aug 8
111th Ftr Gp		
	Pennsylvania, New York	Aug 8-22
	Pennsylvania	Aug 22-Sep 5
Natrona County Airport, Casper, Wyoming		
153d Ftr Gp	Wyoming	June 6-20
140th AD Wg & 140th Ftr Gp	Colorado	June 13-27
120th Ftr Gp	Montana	June 27-July 11
161st Ftr Gp	Arizona	Aug 1-15
Gowen ANG Base, Boise, Idaho		
142d AD Wg & 116th FIS	Washington	June 6-20
146th Tac Ftr Wg, 115th & 195th TFS	California	June 20-July 4
163d Ftr Gp	California	Aug 1-15
152d Ftr Gp	Nevada	Aug 15-29
124th Ftr Gp	Idaho	Aug 15-29
144th AD Wg Hq	California	Aug 8-22

Officer Career Management: AFR 36-23, 30 January 1959, provides broad guidance for the utilization and career development of commissioned officers in the active Air Force and the Air Force Reserve. The policies and utilization limits outlined in the regulation do not restrict the authority of commanders to assign and reassign officers as requirements may dictate, but rather provide guidance for achieving optimum personnel utilization and development. An explanatory article of the regulation will appear in a later issue.

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Reserve Forces Seminar in Early Fall: The second annual AF Chief of Staff's Reserve Forces Seminar will be held at the Pentagon in the Fall. Purpose of the seminar is to promote greater understanding of AF objectives, plans and programs among non-EAD Air Force Reservists. Quota includes 115 ConAC Reservists; 50 major command Reservists; 60 Air National Guardsmen; and 10 officials from national service associations.

ANG Notes: Depending upon instructions issued by the State, wearing of the uniform by full time employees who are members of the National Guard of the several states is authorized. . . Requirement for 8x10 photo in the Personnel Records Groups (Chap 5 AFM 35-9) is optional for ANG officers in grade of major and below, at discretion of State adjutant general concerned. . . ID cards for ANG personnel, when required, will be DD Form 2AF (Res). Present NME Forms 2AF (NG) may be continued, although they will eventually have to be replaced with DD forms. . . Some ANG training courses during FY 60 and commencing after June 30, 1959 will not be open owing to fund limitations. Out are: Air Ground Operations School—Indoctrination and Specialist Courses; Reserve Officer Orientation—Squadron Officer and Command and Staff Orientation Courses; NCO Academies—Senior NCO Academy Courses and NCO Preparatory Training Courses; and Reserve Refresher Training—Officer and Airmen courses.



Pentagraphs

Bills in the Congressional Hopper: Recent bills introduced in Congress which effect Reservists are: S 837—which would convene a special board to consider for promotion all officers and men who were prisoners in the Philippines during WWII and who were not promoted while a prisoner. . . HR 1953—Would create an Assistant Secretary of Defense for Reserve Affairs. . . Legislation approved by House Armed Services Committee: DOD 86-62—A new and more liberal term retention contract bill for active duty Reserve officers. . . DOD 86-45—A bill changing designation of *Distinguished Service Cross* and *Soldier's Medal* to *Air Force Cross* and *Airmen's Medal*. The new medals would apply to future awards only.

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Supergrades for Reservists: Authority to promote Air Force Reserve airmen to E-8 and E-9 has been handed down from USAF. Only Reservists in ANG and AFR units, or M-Day assignments, will be eligible for the upgrading. AFR 45-59, which governs promotion of airmen, is being revised along with unit manning documents. Total supergrades are limited to 3 percent of enlisted strength. The E-9 promotions will go to 1 percent and E-8s to 2 percent.

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New AF Abbreviations: Latest AF directives on standard abbreviations (AFM 11-2 and AFR 39-26) point out where and how to use them. Some new abbreviations include: C MSgt for chief master sergeant; S MSgt for senior; MSgt for master; TSgt for tech; and SSgt for staff. A/B through A/1C keep the slash. . . Last year the National Guard Bureau changed abbreviation of the Air National Guard to AFNG and the Army National Guard to ARNG. Confusion still existed—so AFNG now reverts to ANG, with the Army National Guardsmen remaining ARNG.

Air Staff Assignment: Appointment of Lewis S. Thompson as special assistant to the Secretary of the Air Force For Manpower, Personnel and Reserve Forces has been announced by Secretary of the Air Force James H. Douglas. Mr. Thompson served on the staff of the AF Secretary since January 1954, his most recent assignment being deputy for Military Assistance Programs.

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Ready Agreement: A Federal employee who is an Air Force Reservist must obtain a certificate of availability and accomplish a Ready Reserve agreement before assignment may be made to a Ready Reserve unit. The certificate and agreement is signed by the Federal employee's immediate supervisor and is placed on file with his Reserve personnel records. Any Air Force Reservist in this category who does not have a current certificate of availability and cannot obtain one, will be removed from the Ready Reserve assignment. AFR 45-3, 5 Feb 58, covers the subject in detail.

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Four For The Record: Lt. Col. Frank Hibel's *to the Nth degree* story in the January *Air Reservist* was read into the Feb 16 *Congressional Record* by Congressman D. R. Matthews (Fla.). Former editor of *The Air Reservist*, Col. Hibel is commander of the Jacksonville, Florida Air Reserve Center. This makes fourth *Record* entry for the magazine, with emphasis on education-type stories.

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Foundation Helps Academy Prospectivees: Falcon Foundation, a non-profit educational organization has been created to help deserving youngsters qualify for entrance to the Air Force Academy. It plans to send a couple of dozen youngsters to prep school annually for concentrated schooling. You can help by writing The Falcon Foundation, PO Box 611, Dallas, Texas, for more details.



Air Force Point of View

Viewpoints on policies affecting the Air Force and national defense. As key members of the Nation's aerospace arm, it is vitally important that all Air Reservists keep informed on current Air Force thinking.

On Air Defense . . .

Existing law makes the Air Force the Service with the primary responsibility of providing the major forces for offensive and defensive air operations for the Nation. Recent technological developments have increased the altitudes of these operations to great distances from Earth.

The Air Force's air defense responsibilities and the weapon systems it would provide in the defensive portion of any global aerospace battle, are not as well known as the Strategic Air Command and Tactical Air Command offensive forces. The Air Force provides for national defense.

Several of these aerospace defense systems have been explained recently to Congress, which has released some of the details. Major General James Ferguson of General White's briefing team reported on the following:

F-108

The F-108 is being developed as our long-range interceptor. Interesting features of the F-108 are its clean aerodynamic design, its two engines, its construction of stainless steel rather than aluminum, its ability to carry guided missiles with nuclear warheads, and that it is manned by a two-man crew. It will cruise at a speed of Mach 3 (about 2,000 miles per hour) and its combat ceiling will be well over 60,000 feet.

The long range of the F-108 makes it an important element in our concept of forward defense. With it, we will be able to police the Distant Early Warning Line, to go out and obtain intelligence on an enemy attack and to begin destruction of attacking aircraft long before they reach our borders or the population centers of Canada.

The F-108 will be armed with an accurately guided missile which can carry either a nuclear warhead or, if denied, a high-explosive warhead.

The long-range radar of the F-108 will have greatly improved capabilities over the radar in our current operational interceptor.

The development of the F-108 and its component parts is proceeding satisfactorily.

BOMARC

The Bomarc is a long-range surface-to-air missile. It is powered by a booster rocket and two ram-jet engines. The initial model has a range of well over 200 miles and the ability to intercept enemy bombers at extreme altitudes. The improved Bomarc will have a maximum range of over 400 miles and the capability of knocking down low-flying targets as well as those at very high altitudes. With its nuclear warhead, a single Bomarc will have the capability of destroying an entire formation of attackers.

The long range of the Bomarc makes it possible to meet enemy attacks before they reach their intended targets, and moves the nuclear battle from overhead. Furthermore, Bomarc can give complete coverage of the United States and part of Canada from about 40 missile sites which can be located in remote, low-cost areas.

The development testing of the initial model of Bomarc is complete and the missile is in production. In numerous tests against actual targets flying at high speeds and altitudes, it has proven its ability to do the job for which it was designed. An operational squadron is currently firing the missiles at Eglin AFB, Florida.

Your attention is invited to the fact that both the Bomarc missile and the F-108 aircraft are compatible with the SAGE control system, and that the two weapon systems complement each other.

BMEWS

The next system represents our first step in developing a defense against intercontinental ballistic missiles. Commonly referred to as BMEWS, it is our Ballistic Missile Early Warning System. BMEWS calls for radar stations in the northern latitudes and a central computer and display facility in the United States. The central display will be located at the Combat Operations Center of the North American Air Defense Command.

The objective of the BMEWS program is to provide 15 minutes warning of a mass attack by Soviet intercontinental ballistic missiles. BMEWS must, of course, be designed to do this job with as high a degree of reliability as we can possibly attain.

The BMEWS program is on schedule. Construction of some support facilities has been completed and work has begun on technical facilities.

These three systems are, of course, only a small portion of the Nation's air defense system. Other interceptors, detection sites and warning and control systems are involved. In general, the operations of all are in accordance with air defense doctrine which the Air Force is developing.

The U. S. Army provides close-in, point defense with its Nikes. The U. S. Navy provides aircraft and ships to extend the early warning system. The Royal Canadian Air Force's Air Defense Command plays a major role in defense of the continent in closest cooperation with North American Air Defense Command.

On Space Recon Vehicles . . .

"The military has always had a use for any device or technique which can better deliver destruction or gather information and which can deny these two activities to others.

"In the space age one of the most immediate requirements is surveillance to prevent a surprise attack. The degree of detail which could be distinguished from a 500-mile orbiting spacecraft is phenomenal. It is estimated that with only a 40-inch telescope, objects on the Earth the size of less than two feet could be detected. With a 200-inch telescope located in space at the stationary orbit distance of roughly 22,000 miles, objects on the Earth approximately 17 feet in diameter could be viewed.

"Such reconnaissance space vehicles would be ideal for warning against an enemy ballistic missile attack."—Lt. Gen. Roscoe C. Wilson, DC/S, Development, USAF.

DEPARTMENT OF THE AIR FORCE
THE AIR RESERVIST
AIR RESERVE RECORDS CENTER
DENVER 5, COLORADO

OFFICIAL BUSINESS

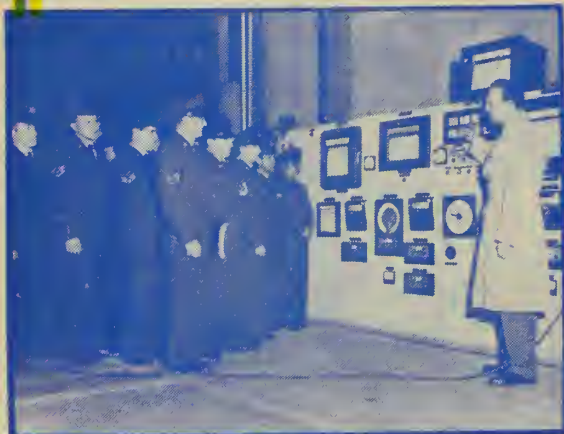
USAF Periodical 30-1
No. 30H 4-59 396,977



Crew members of 758th TCSq, Pittsburgh, Pa., await the recent operational readiness inspection held for units of the 459th TCW, Andrews AFB, Md. The wing was rated "operationally—top notch."



Brig Gen Frank Moorman (2d-1) cmdr, Fort Huachuca Army Electronic Proving Ground, looks like an AF convert after jet ride in on Ariz. ANG F-100F. Others: Capt Hurd, Lt Chambers and gen's aide, Lt Meyers.



Airmen of the 9356th ARSq, Von Nuys, Calif., learn about sodium reactor experiments at Atomic International, a division of North American Aviation.



The theme of this float is aircraft, missiles and men. It was entered by the 2655th ARSq, Minneapolis, in the recent St. Paul Winter Carnival parade. The float has been scheduled for other events.

RESERVE CAMERA



MSgt Rex Nanney, 9962 ARSq, is confused either by studies or Claudette Riley, Miss Majorette of America, 1959. She also is Knoxville's Miss Air Force Reserve.

3.7405

Ref.

THE AIR

Reservist



MAY 1959



RECRUITING
SUPPORT
MONTHS

*one man
tells another,
get active...
it's worth it*

UNIVERSITY OF ILLINOIS



As an Air Force Chaplain in an inactive status may I receive point credit for conducting religious services at an Air Force installation, or conducting a military funeral for deceased military personnel?

R. B., Biloxi, Miss.

Yes. Under the provisions of AFR 50-24, 1 August 1957 (Air Force Reserve Chaplain Training Program), you may receive 1 point credit toward retention, retirement and promotion for each rite performed providing such point credit does not exceed 1 point per day and providing such training has been authorized in advance.

As a member of the Air Force Reserve, not on active duty, I am aware that under proper conditions military air transportation for me on a "space available" basis is permitted. I plan to visit relatives in Europe this spring, and am interested in knowing how I can make arrangements for travel by military air.

M. H., Hollywood, Calif.

see MAIL BAG page 6

THE AIR Reservist

VOL. XI—NO. 5

MAY 1959

AIR FORCE RESERVE AIR NATIONAL GUARD
CIVIL AIR PATROL

Lt. Gen. William E. Hall
Commander, Continental Air Command

Col. Blake C. Miller
Chief, Office of Info. Svs., ConAC

EDITOR

Lt. Col. Joseph H. Friedmann

ASSOCIATE EDITOR

Fred E. Giachino

STAFF WRITER

Earl E. Lane

The Air Reservist is an official publication of Continental Air Command approved by the Secretary of the Air Force, in accordance with Public Law 476, Section 259, 82nd Congress. This law directs the dissemination of complete and up-to-date information of interest to the Air Reserve Forces.

Editorial Office: The AIR RESERVIST
OIS, Hq ConAC, Mitchel AFB, NY

The Material contained in The Air Reservist is listed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by the Secretary of the Air Force and the Director of the Bureau of the Budget 23 July 1958.

Kalberer to ConAC

Maj. Gen. Alfred F. Kalberer, deputy commander 15th AF, March AFB, Calif., becomes vice commander of Continental Air Command on July 1. The former SAC general officer has had a varied and colorful military and civilian career. He learned to fly at age 17 and prior to WWII was a military and commercial pilot. In a distinguished wartime career, General Kalberer participated in the first U. S. air strike against the Nazis (Ploesti, 1942) and the last against the Japanese in August 1945. During his extensive military experiences he has written nationally published articles and stories, in addition to radio scripts and screenplays. He is also a published author and is presently working on an historical book.



Gen. Kalberer

Recalls—Navigator Priority

A limited number of Reserve officers of the Air Force (AFRes and ANG) may be voluntarily returned to extended active duty during Fiscal Year 1960, to meet critical shortages Air Force wide. Major emphasis will be placed on the return to extended active duty of well qualified navigators, both advanced navigator-bombardiers and 'straight' navigators. In addition to requirements for rated officers, there are some spaces provided for non-flying specialties. Competition will be extremely keen and the program very selective. The current program of recall of limited numbers of multi-engine jet and tanker pilots and navigator-bombardiers to stabilize combat crews in the Strategic Air Command will continue.

It is stressed that current qualification in a needed skill and better than average past performance of duty, rather than quantity, will be governing factors in selection. Officers will not be selected for recall for the purpose of training into a designated recall skill. Rated officers selected for recall in a non-rated capacity, will in most instances, be required to voluntarily request suspension from flying status prior to entering on active duty. Individuals selected for recall who decline to accept extended active duty, upon notification, will not be considered again until one year after declination.

Interested Air Force Reserve officers should make application to the Air Reserve Records Center, 3800 York Street, Denver 5, Colorado in accordance with provisions outlined in Air Force Regulations 45-26. Air National Guard officers must apply under provisions of this same regulation. However, their applications will be forwarded through appropriate Air Guard channels.

Initial screening of applicants will be accomplished by the Air Reserve Records Center in the case of Reserve officers. The Air Force Division of the National Guard Bureau will accomplish initial screening of Guard officers. Final selection will be accomplished by a board of senior officers in Headquarters USAF. Well qualified officers in the following fields may apply for recall under the Fiscal Year 1960 program. Application is restricted to officers possessing specific grades listed. Officers may not have attained the ages indicated as of 1 July

see RECALLS page 12

COVER: Photo depicts a scene which will be repeated by Air Force Reserve recruiters throughout the nation during May and June—ConAC's programmed Recruiting Support Months. It is a project called Spring Storm which is being directed at selective assignees, inactive Air Force Reservists and prior servicemen. Page 6 covers the story in more detail. Credit for excellent photo study is due Maj. Gilbert Shawn, who set up the shot, and to cover models Capt. Dave Stead (left) and SSgt Joel Weiss—all members of New York City's 9215th Air Force Reserve ISO Squadron.

THE ROLE OF THE RESERVIST IN MATS

By Lt. Gen. William H. Tunner
Commander, Military Air Transport Service



When a MATSman thinks about the Air Force Reservist, his mind usually turns back to the Berlin Airlift or the longer airlift to support Korea. On both occasions, Reservists had to be called up to augment MATS capabilities; on both occasions, they performed magnificently.

My own experience with Reservists goes back to the time when I commanded a Reserve Detachment at Memphis, Tennessee, just prior to World War II. When the war broke, some of these same men came to work with me, and several of them are even now serving the Military Air Transport Service in important positions. In early March, at the Air Transport Command reunion in New York City, I had the pleasure of renewing acquaintance with many Reservists who served with me.

Time Element

These reminiscences are pleasant, but they will not serve the hard realities of today and the necessary plans for tomorrow. We know that we shall never again have the time we had in those earlier years to prepare the Reservist for active participation in our country's defense, after an emergency occurs. When the bell rings, he must be trained and ready to help us carry out our Mission.

The mission of MATS is to maintain, in being, the military transport forces, the service forces, the enroute bases and the air routes to meet the approved wartime requirements of the Department of Defense as established by the Joint Chiefs of Staff.

Should an authentic D-Day arrive, there are certain war plans that we must execute immediately. Our day-to-day peacetime operations provide an intensive training program for that mission. Our every move is geared to that preparation by training and exercising the entire MATS system. In wartime, our activities would be greatly expanded, but not essentially changed. If trouble occurs in the Middle East or Far East or anywhere else in the world, we do not shift into a new and strange operation. We merely step up the tempo of what we have been doing all along.

But you can stretch an existing

organization only so far. To step up the tempo of our activities to wartime proportions, we must call on our Reservists and phase them quickly and smoothly into a fast-moving operation.

Both units and individuals make up this MATS Reserve force. Both are tied tightly into our war plans. Altogether, we have some 95 support-type units which we can call up in the event of an emergency. The Reserve Air Terminal augmentation units would come to our transport bases such as McGuire, Dover, Charleston, McChord and Travis to augment the existing active units. The 30 Air Guard weather flights can be moved as units to bases in the U. S. or overseas. The eight Reserve Aeromedical Evacuation units are made up of medical personnel who would be put aboard transport aircraft returning from overseas as "air evac" flights. An Air Guard Group and five Guard Aeromedical Transport Squadrons are training toward the same mission as our active force units. In AACS we have 37 mobile units (both Reserve and Guard) with their own air transportable equipment, each one able to take over the communication responsibility of a base. The five Air Rescue Squadrons are equipped with SA-16 amphibians and soon may have helicopters, the same as active units.

Rely on Reservists

As you can see, most of the MATS Reserve units are assigned to our four technical services. But we also rely on many capable Reserve individuals to augment our active transport functions: the Reservists assigned include all specialties in MATS, from four-engine pilots to personnel specialists, with more than 14,000 authorized. Some of them could go directly to aircrew duties; others would fill important maintenance and administrative positions.

The aircraft and crews which would back up our transport units would be drawn from the Civil Reserve Air Fleet. These are aircraft operated by the U. S. civil airlines. The present CRAF is composed of slightly less than 300 four-engine aircraft belonging to 29 airlines. As the airlines do not use navigators within the United States, we would have

a serious shortage if the Continental Air Command did not have almost 1,000 trained Reservist navigators ready to turn over to us. Our previous mobilization plans called for navigators to be pulled out from our two transport air forces and from the Air Training Command to crew the CRAF planes, and Reservists to then fill in for them. But confidence in the ability of the Reservist navigators prompted me to request that the CRAF navigator requirement be filled by Reservists. This has now been approved. By sending the Reservist navigators directly to locations where they will be assigned to CRAF crews, we would move one man instead of two and save invaluable time and manhours at the crucial time of mobilization.

MATS Needs Skills

The Air Force tries very hard to keep its highly-skilled, trained personnel in the active force. But failing this, each MATS commander is required to counsel personnel leaving the service on the mutual benefits accruing to the USAF and to the individual from his service as a Reservist. We try to give him a specific Reserve assignment in the same special order which releases him from active duty—with the unit from which he is separated, if possible. This adds continuity to his assignments and keeps him associated with a familiar operation.

Every man on our Reserve roster is a skilled, hard-to-replace technician or specialist. Losing such men means the loss of both a substantial monetary investment by the Air Force and considerable skill and know-how. Our aim is to keep them interested, busy and informed. Recently, a Reserve seminar was held here at Scott AFB for Reservists in this area, to bring them up to date on MATS and Air Force activities. I have strongly encouraged such meetings.

see TUNNER page 12

ROA Confab

The *Space Age* will highlight the Reserve Officers Association's 33rd annual convention to be held at the Brown Palace Hotel in Denver, Colorado, from June 24-27. Outstanding leaders from the science field and military-science field will participate in the symposium: "The Reserves and the Space Age Challenge." Lt. Gen. William E. Hall, ConAC commander, will deliver the summary.

A number of leaders in the U. S. Congress will be presented at one of the programmed sessions. Of special interest to all Reservists will be the address, "The Dilemma of the Reserves," by the Hon. L. Mendel Rivers, chairman, House Armed Services Sub-committee on Reserves.

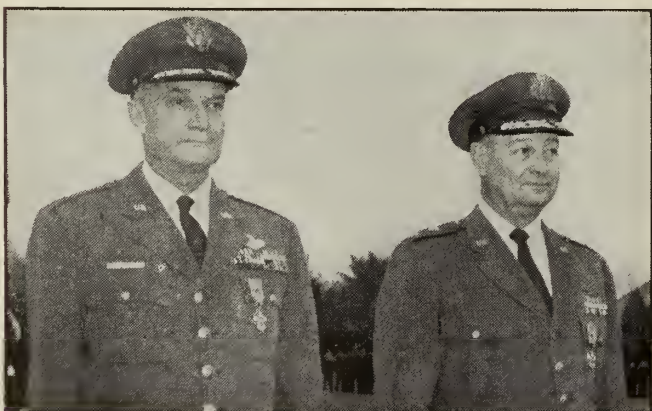
Officially opening the convention and welcoming what promises to be the largest ROA audience ever assembled will be Colorado's Governor S. L. R. McNichols. The four day conclave's keynote address will be delivered by Admiral Arleigh Burke, chief of Naval Operations, U. S. Navy.

(Ed note: The confirmed list of other prominent civilian and military dignitaries tentatively on the agenda was not available at press time. The June-July *Air Reservist* will include full coverage.)

DOD Awards

[Ed. Note: The following Department of Defense Reserve Awards—presented recently—were recommended and approved prior to discontinuance of the program Dec 31.]

To the **Whittier (Calif.) School Board**—presented by Brig. Gen. Luther Sweetser, 4AF deputy for Reserve Affairs, sponsored by the 2347th ARFC, Long Beach MAP, Calif. To the **Morton Frozen Food Co.**, Louisville, Ky.—presented by Brig. Gen. Donald L. Hardy, director of personnel and support operations, Air Material Command, Wright-Patterson AFB, Ohio, sponsored by the 2612th AResC, Louisville, Ky. To the **Middletown Works of Armco Steel Corp.**, Middletown, Ohio—also presented by Gen. Hardy, sponsored by 9490th ARSg, W. Huntington, W. Va. To the **Gas Turbine Division of Westinghouse Electric Corp.**—presented by Maj. Gen. Robert E. L. Eaton, 10AF commander. To the **Wiring Devices Dept., General Electric Co.**—presented by Col. J. H. Batje, commander 2491st ARTWg, sponsored by 2619th AResC, Providence, R. I. To the **City of Chico, Calif.**—presented by Brig. Gen. Rollin B. Moore, Jr., commander 349th TCW, Hamilton AFB, Calif., sponsored by 9371st ARSg, Chico, Calif.



Maj. Gen. Homer L. Sonders, (l) vice cmdr ConAC and Maj. Gen. Walter R. Agee, cmdr Civil Air Potrol, receive honors on retirement at Mitchel AFB, N.Y., March 31. Both received oak leaf cluster to Legion of Merit.

COMING EVENTS

MAY

ConAC's Recruiting Months (May & June).

Armed Forces Day, May 16.

Third Annual AFRes Navigation Competition, Ellington AFB, Texas, May 17-23.

Dark Cloud/Pine Cone II, Fort Bragg/Pope AFB, N. C., May 23-June 7.

JUNE-JULY

10th Anniversary, *The Air Reservist*.

First Commencement, AF Academy, Colo. Springs, June 4.

ROA Nat'l Convention, Denver, Colo., June 24-27.

CAP National Aviation Education Workshop, Montana State University, Missoula, Mont., June 29-July 31.

AUGUST

American Legion Convention, Minneapolis/St. Paul, Minn., Aug. 24-27.

SEPTEMBER

AFA Nat'l Convention, Miami Beach, Fla., Sept 3-6.

1st AF Academy Liaison Officers Training Conference, Colorado Springs, Col., Sept 14-15.

Second Annual Chief of Staff's Reserve Forces Seminar, Pentagon, Sept 24.

ANG Conference

"Future Air National Guard aircraft will be equipped with air-to-air missiles," said Maj. Gen. Winston P. Wilson, chief of the Air Force Division, NGB, at the ANG Commanders' Conference at Ellington AFB, Texas, April 21-23. The general added that the equipment to be used will approximate that of the Regular Air Force.

Speaking before a gathering of approximately 50 general officers and the commanders of ANG units throughout the country, General Wilson pointed out that Air National Guard units all over the country are expected to be armed and in the air with at least 50 percent of their strength in the first 30 minutes of an enemy attack on this nation.

During the conference it was disclosed that the 24-wing, 70,000-man Air Guard logged 444,913 flying hours during 1958—approximately 80 percent of it in jets.

9215th Lauded

The 9215th ARSg (Information Services) composed of Reservists in advertising, public relations and mass communications fields in the metropolitan New York area has been commended by Air Force Chief of Staff General Thomas D. White. Lauding the squadron for assisting materially in furthering the objectives of the Air Force's public relations program, General White said, "The individual contributions of time and effort by members of the New York Air Reserve Information Squadron assisted materially in furthering the objectives of our program." Citing the unit's sponsorship of annual information seminars which are held to develop the professionalization of Air Force information services officers, the General added, "... their work is most gratifying and worthy of highest praise."

NO JUNE ISSUE

There will be no June issue of *The Air Reservist* due to budget limitations. The next issue—commemorating the magazine's tenth anniversary—will be out the first week in July.

A large scale maneuver will be held in the Fort Bragg/Pope AFB, N.C. area on the 23rd of this month thru June 7th. This maneuver is to support the 82d Airborne Division in a hypothetical "brush fire war" in a country called North Salada. Supposedly the U.S. has received an appeal for assistance in preserving North Salada's national sovereignty. In the exercise the Army and the Air Reserve Forces, supported by Tactical Air Command, will exercise jointly in AFR and TAC troop and cargo drops in field-controlled areas. These drops will be controlled by Air Guard personnel. Air Guard and TAC will conduct air surveillance, tactical reconnaissance, aerial resupply and air evacuation.

The Army nickname for the maneuver is "Dark Cloud;" the Air Force will refer to it as "Pine Cone II." The Air Force's name is in keeping with a continuing series of similar maneuvers in which the Air Force Reserve and the Air National Guard are the primary using forces of the air.

Some 150 C-119s and C-123s of the Air Force Reserve will be used with additional support by 30 C-130s and 20 C-123s of Ninth Air Force. Thirty-five Air Guard F-84Fs, 18 RF-84Fs and 16 SA-16 aircraft and crews will perform specific realistic field missions in support of the troop carrier forces. Also some fifty ANG tactical control (AC&W) personnel will integrate into the Ninth Air Force communication and control activity.

Maneuver Team

The unified Army-Air Force administration and planning for the maneuver is organized to contain a Unified Maneuver Headquarters commanded by Lt. Gen. Clark L. Ruffner with Maj. Gen. Henry Viccellio, Deputy for Air and Maj. Gen. R. F. Sink, Deputy for Army with Brig. Gen. Ted Kershaw, commander, 464th Troop Carrier Wing, as Chief of Staff. The Air Force command will be commanded by Maj. Gen. Viccellio and the Army forces will be under Maj. Gen. Hamilton H. Howze, commander, 82nd Airborne Division. The 82d will furnish the majority of the Army troops for the maneuver.

Brig. Gen. Charles H. DuBois, who commands the 131st ANG Tactical Fighter Wing, will head the ANG Tactical Air Force. His staff consists mainly of ANG personnel supported by personnel from Twelfth Air Force. General DuBois has developed the detail plans for missions, structures, staging bases, etc., for the ANG tactical fighter, tac recce, troop carrier and communication and control units. Subsequently, more ANG personnel will be called in to man the provisional tactical squadron, air operation centers and air support operation center.

Brig. Gen. Ramsay D. Potts, commander of the 459th Air Force Reserve Troop Carrier Wing at Andrews AFB, Md., is responsible for the Air Reserve Airlift Air Force which is staffed by Reservists, ConAC and Ninth Air Force personnel. The ARALAF has completed the detail plans for structures, missions staging of the C-119 and C-123 Reserve aircraft. Crews as well as the organization and manning of a combat airlift support unit (CALSU) fall under General Potts' control.

Realism is the objective of the entire operation.

Were Tactical Air Command to mobilize today, 65 to 70 thousand Air Force Reservists and Air National Guardsmen would join TAC's ranks. Thirty-one major tactical units and twelve major support units would be added to the command.

In the past the support given to the Air Reserve Forces has been limited. They were not "read-in" on the day-to-day thinking, planning and programming of the active forces. This was partially due to a limited understanding within the active establishment of the potential of the citizen airman when he is given the proper support. But with Korea, the importance of the Air Reserve Forces took on new meaning and changes were implemented. The first real effort in this respect was the "Smith Board" review of the organization and possibilities of the Air Force Reserve and Air National Guard and was followed by a reorganization of the Air National Guard in 1950 to conform to the organizational structure of the active establishment. The Korean War indicated a dire need of forces additional to the regular units, and some 25 wings of the Air Force Reserve and 22 wings of the Air National Guard were ordered to active duty.

During the Korea activity and immediately following, the Pentagon supported by the National Guard Bureau and Continental Air Command developed the first war planning and programming documents which integrated the Reserve and Guard into the world-wide forces requirements. Now for the first time, there exists a reason for Reserve Forces in being. In this respect full credit is due to that handful of Guard and Reserve personnel scattered strategically throughout the Pentagon who were instrumental in revealing and subsequently developing the potential of the part-time airman.

Missions Improve Capability

Today, TAC feels that the Guard and Reserve Units with mobilization assignments to its command have reached a high degree of capability.

In order to develop a still greater capability, TAC is now developing a program to field exercise and test the Reserve units through a series of productive missions. This phase of the training might be considered a post graduate course. This type of training has a distinctive advantage morale-wise in that it creates considerable interest in the Reservist by digressing from his routine type of training.

In line with this training, two specific types are worthy of mentioning. The first, the productive mission program, is the result of the USAF Reserve Forces Functional Review Board held in 1956 to determine in what areas the Reserve and Air Guard can absorb certain missions levied on the active duty units. This will not only allow active duty units to concentrate on mission training and mobility exercises but will give the Reserve Forces live missions. Swift-lift, ready-swap, photo recce

see PINE CONE page 12

Lt. Col. Ferguson is assigned to Hq. Tactical Air Command as a Section 265 ANG officer representing the Air Force Reserve and the Air National Guard at TAC.

Accent on participation key to successful...

"RECRUITING SUPPORT MONTHS"

May and June have been designated Recruiting Support Months and a ConAC-wide recruiting effort dubbed Spring Storm goes into effect for the two-month period. The project is designed to give special attention to early and maximum active participation in Ready Reserve units and mobilization positions.

The campaign is directed toward stimulating selective assignees, prior service personnel, and inactive Reservists who are qualified, to play a more active role in the Air Force Reserve. A nation-wide radio, television and news media campaign will reach inactive Reservists and prior service personnel in an effort to encourage them to participate and fill existing vacancies in the Air Force Reserve program.

Although this is a general recruiting campaign, Spring Storm will place special emphasis on selective assignees. This category represents the Reserve obligors assigned to fill a position, but not required to actively participate in training. They are given these assignments because of recent extended active duty in a special qualification for which no other Reservist is available. Recruiting teams armed with personnel resource listings presently available to Reserve units, as well as additional listings furnished by the Air Reserve Records Center, will conduct a series of personal interviews in the prospect's home. To help them in this effort, special motivation kits stressing The Active American theme will be used to encourage individuals to participate.

The Ready Reserve has many vacancies for qualified individuals who are willing to actively participate in the program. Through the efforts of national news media, appropriate motivation material and the efforts of special teams of Reserve recruiters, it is anticipated that Spring Storm will contribute maximum possible build-up during May and June for Ready Reserve units and mobilization positions.



■ MAIL BAG from page 2

You can't. This privilege to travel via military air has not been extended to include travel outside the United States.

I am assigned to the Retired Reserve Section and was told recently that my records were transferred from the jurisdiction of Headquarters United States Air Force to your headquarters. To whom do I address correspondence concerning eligibility for retirement pay, identification card, reserve participation, or any other reserve matters?

C. J., Greeleyville, S. C.

Members of the Retired Reserve, who are not in a pay status, will address communications to the Commander, Air Reserve Records Center, Attention: Retirements Branch, 3800 York Street, Denver 5, Colorado, on all reserve matters.

I am a Reserve A/2C. Is there any way that I may be promoted while a Reservist?

RN

Miami, Fla.

To be eligible for promotion as a Reserve airman, you must: (a) be assigned to an active Reserve unit; (b) be recommended by your Reserve unit commander; (c) have met participation requirements of the program element to which assigned; (d) have completed 12 months in pay grade of A/2C for promotion to A/1C; (e) have an AFSC appropriate to the grade to which promotion is contemplated. Reservists assigned to the Non-affiliated Reserve Section (NARS), Ineligible Reserve Section (IRS), Inactive Status List Reserve Section (ISLRS), and the Retired Reserve Section are not eligible for promotion.

I have been receiving *The Air Reservist* ever since it has been printed and to say I enjoy reading it, is putting it mildly. I've never had a complaint up to this date. The first time anyone in our squadron makes the front page in your publication, you put them in the wrong outfit. I'm referring to the picture of the C-119 crewmembers in the upper left hand picture on the back page of your April issue. Reading from left to right they are: Maj. Ray Bradley, Capt. James C. Woods, Maj. Harry J. Parrish, 1st Lt. Francis J. Wierich, and SSgt Robert S. Patterson. All are members of the 756th TCSq from Andrews AFB, Md. *Not the 758th TCSq.*

H. A., Magnolia, Dela.

We have a legitimate excuse for the error, but it is too involved to explain. It is simpler so say "we goofed"—we really did. Thanks for your comments.

Ellington AFB, Texas will be the scene of the Third Annual ConAC Reserve Navigation competition on May 17-23. Representative teams from 18 Reserve navigation squadrons will compete in a test designed to evaluate the effectiveness of navigation training.

The competition will stress overwater flights, survival training, Loran navigation and day and night celestial missions. Judging in the competition will be based on an in-flight umpire system. For obvious reasons, scheduled mission destinations remain presently undisclosed. The events will be topped off with a banquet on the night of May 23 when awards will be presented to the winning teams.

Such is the annual bright moment for the 18 Air Reserve navigation squadrons located throughout the U. S. However, it is only one of many phases in the Reservist-navigator's training.

Paradoxically, while most Air Force Reserve units are training to be ready in case of M-Day—with the ultimate objective of going on active duty as a unit, Reserve navigation training squadrons, as such, will actually go out of business. This may seem incongruous in a military operation; however, it does have practical implications that are solving problems for the Air Force well in advance of necessity.

During World War II and the Korean conflict, early air operations against the enemy were hampered by a critical shortage of navigators. The delay was caused by the time and expense involved in training and retraining them on a large scale. Fortunately, time was on our side and these short-

were formed by navigators and operated and trained by navigators. As a result, when the time comes, the Air Force will have a highly proficient group of navigators to call upon—in fact all are presently earmarked for special jobs on M-Day. This will explain why the Reserve navigation squadron is only a peacetime organization.

While ground training and classroom instruction provide a large portion of the Reserve navigator's training, the sum total of his learnings are proven in the air. Each squadron has one or more TC-47s, nicknamed *Flying Classrooms*, in which as many as 9 navigators receive proficiency training on flights to such exotic places as Panama, Bermuda, Puerto Rico and Newfoundland and on day-long round robin flights to and from their home stations.

Initially, long hours are spent in training on the ground. While this may lack the glamour of actual flight, some of the ingenious training aids make it extremely interesting. For instance, radar film is one of the devices used. This film of a radar scope is observed by the student as if he were actually in an aircraft. From his observation and calculations, he must determine the position shown on the film. Another valuable training aid is the Loran (long range radio aid to navigation) trainer used in long-range navigation. Once retraining courses are completed, emphasis is then placed on flying duties.

Whenever possible, two-week summer tours of active duty are spent by Reserve navigators with the air command to which they will be assigned on M-Day. This annual tour permits them to per-

AIR FORCE RESERVE NAVIGATORS ARE

TRAINED and READY

ages were eventually alleviated. Conversely, at the conclusion of these conflicts navigators were lost to civilian life and the product of costly and time-consuming training goes down the drain.

Navigation, like many highly developed skills, is not an art once-learned which may be moth-balled for future use. Constantly changing techniques, equipment, and the extended range and speed of aircraft require even the most proficient navigator to be a constant student in this field. He must practice his trade on a continuing basis if he is to accept the responsibility of insuring the safe passage of several million dollars worth of aircraft from point A to point B. Add to this the mission of the aircraft, the lives of crew members—even our over-all welfare as a nation—and it is no wonder that the navigator is a very important person, indeed.

The solution to this vast problem was solved when ConAC organized its Navigator Reserve Program in 1955. It was the first time in the history of Reserve aviation that training squadrons

affected their training with the unit of assignment, which may be Military Air Transport Service, Air Defense Command or Air Training Command.

Reserve navigation squadrons have one of the highest voluntary manning rates in the Air Force Reserve—96 percent. Much of the enthusiasm for service in these organizations can be credited to the fact that navigation is an interesting challenge and can be fun. Many of the members are relatively old-timers. For example, in the 8504th TCSq at Richards-Gebaur AFB, Mo., its members total 37,023 flying hours, of which 1,224 are combat. Seventeen of its 30 members served in WWII or Korea, earning a total of 41 Air Medals and seven Distinguished Flying Crosses.

The 8496th TCSq at Mitchel AFB, N. Y., held a mass ceremony during one of its training weekends recently when 23 of its members received 10-year Reserve medals. This is another indication of personnel retainability in Reserve navigation squadrons. Should M-Day come the AF will have qualified navigators to fill vital positions. ✚✚





"good" years toward RETIREMENT

(Editor's Note: This is the last in a series of three articles designed to bring Air Force Reservists up-to-date and acquaint them with the latest information on Reserve Retirement. Although this series has touched on the more important aspects of Air Force Reserve retirement, there are many finer points which space limitations have precluded. In such cases, the Reservist is encouraged to contact his unit of assignment for clarification.)

by Earl E. Lane

In the first of this series we compared Air Force Reserve Retirement to a mutual investment plan. The analogy holds true when it is considered that consistent contribution of money or time over a period of years insures success. To achieve maximum benefit, an investment plan should be started as soon as possible. Service in the Air Force Reserve operates on the same principle. Dividends, interest and the growth of stock in a mutual fund may be compared to promotion, points and longevity in the Air Force Reserve. In either case, extension of contribution (time or money) over and above any specified time period, increases the value of the plan. In other words, it makes good sense for the Air Force Reservist to continue his service beyond the 20 "good" year period whenever possible. Not only does he increase the ultimate value of his retirement pay through longevity, but he also has additional opportunity to achieve a higher grade and accrue more points. At age 60 this is translated into a handsome profit and at a time when steady-income is extremely important.

It is not the intention of this series to paint glowing pictures about Air Force Reserve retirement by promising financial solvency at age 60. It is true that your financial demands in later life will be lessened; however, a comfortable retirement plan must be prepared with care. Most retirement plans consist of various forms of income on a pay-as-you-go basis—in addition to Social Security. For instance, many individuals participate in company retirement programs. Others save a portion of their present income by investment and annuities. In any case, these are items of expense that must be included in the family budget.

Reserve Retirement pay operates on a different principle in that it does not disturb your present take-home-pay. Also, it pays off sooner than Social Security and most other plans, and provides additional income a few years prior to full re-

tirement. The value of Reserve Retirement lies in the fact that it may very well be the keystone of your retirement plans, and insure full financial independence in later life.

As has been mentioned previously there are two categories of retirement. First is the Reserve Retired List where the individual does not receive pay. Certain and limited benefits do accrue, however; they are: (1) membership in an officer or NCO open mess, if authorized by the membership rules of the mess; (2) the privilege of riding in USAF aircraft within the continental limits of the United States on a space-available basis; (3) the privilege of wearing the uniform on appropriate occasions; and (4) a Uniformed Services Identification and Privilege Card. AFR 45-39 outlines these privileges.

The second, and most sought after type of retirement, is placement at age 60 on the USAF Retired List. Besides retirement pay for life, there are other tangible benefits which include: (1) all those received by those on the Reserve



Retired List; (2) commissary, theater, base laundry and exchange privileges for retirees and their dependents; (3) limited privileges at Clothing Sales Stores; and (4) emergency financial assistance through the Air Force Aid Society.

It is well to caution that while the above benefits accrue to those on the USAF Retired List, differentiation is made between Regular and Reserve retired personnel as to certain procedures. Space limitations prevent listing these procedures; however, they are discussed in detail in Air Force Pamphlet 34-4-3, 31 January 1957. This pamphlet may be found at any Air Force installation.

Medical services at military installations may be provided for certain retired Reservists and their dependents. To be eligible for these benefits, the Reservist must be receiving retired, retirement, or retainer pay, and must have served *not less than 8 years on full time active duty in the military service*. Here again, involved procedures govern, and it is advisable to check AFP 34-4-3.

Reservists who have reached age 60, and who are eligible to receive retired pay, are obliged to initiate application for such pay. Upon receipt of the application it is duly processed and the individual is placed on the USAF Retired List. Retirement pay is disbursed monthly by the Air Force Finance Center, Denver, Colorado. Retirement checks arrive in the mails during the first week following a completed month—

EARN MONEY IN THE BANK

Part III—Retirement Benefits

usually on the 3d or 4th day. These are Treasury checks and are negotiable only during the lifetime of the payee. Should the retiree die before cashing any one of them, his survivors will get the money only after involved procedure. Therefore it is advisable to cash them upon receipt.

When the retiree dies all retirement pay stops since his dependents are not entitled to pay beyond this point. If the retiree desires to provide for his dependents after his death, he may do so through the Uniformed Services Contingency Benefit Act of 1953. This is an annuity plan, effective upon death, whereby a monthly sum is paid to or on behalf of a widow and surviving children. To participate in this plan, an election must be made prior to completion of 18 years service, creditable in the computation for basic pay. There are several options which may be elected, and each involves reduced retired pay in varying proportions. A cancellation of an election or a modification of the percentages of the re-

duced retired pay under any option may be made at any time prior to retirement; but any cancellation or modification so made will not be effective if an individual retires within 5 years after the date such change is executed. Notification of a change of beneficiary is not a modification of an election. However, no changes are permitted after retirement, including change of beneficiary. Dependents acquired after retirement do not become eligible to receive the annuity upon death of the member. This important benefit is discussed at length in AFM 34-63 and AFP 34-4-6.

Retired Reservists, both officer and enlisted, are permitted to use their military titles socially or in connection with commercial enterprises. Correct form for address is as follows: "Colonel John B. Jones, USAF (Retired)". Correct signature is: "John B. Jones, Colonel, USAF (Retired)". Retired personnel are advised to exercise considerable discretion in permitting the use of their names and military titles to indorse any commercial enterprise or

product so as not to compromise or bring discredit to the Department of the Air Force. A ready and important reference for computing retired pay is furnished below. Reservists may estimate the number of points they may be able to earn over a given period of time, plus the potential grades they may attain, and arrive at a fairly accurate amount of retired pay to be received.

In summation, our objective in this series of articles (March, April & May issues) is to inform and enlighten the participating Air Force Reservist on the various facets of Retirement—the laws and regulations which govern it; creditable retirement point-gaining activities; the necessity for consistent and continuing participation, and lastly, the full retirement benefits to be derived therefrom.

Your Air Force Reserve affiliation is now a better investment than ever before. Protect that investment by increased participation; it will yield substantial dividends. 

POINT VALUATION FOR RETIREMENT BENEFITS

This point valuation chart has been prepared in order that you may determine what your gross monthly retirement pay may be. The exact amount you are entitled to receive will be examined and computed when you apply for retirement under Title III, Public Law 810, 80th Congress.

Highest Grade Held	Over 20 years Service		Over 22 years Service		Over 26 years Service		Over 30 years Service	
	Base Pay	Value of Ea Point	Base Pay	Value of Ea Point	Base Pay	Value of Ea Point	Base Pay	Value of Ea Point
Col.	860.00	.05972	910.00	.06319	985.00	.06840	985.00	.06840
Lt. Col.	745.00	.05174	775.00	.05382	775.00	.05382	775.00	.05382
Major	630.00	.04375	630.00	.04375	630.00	.04375	630.00	.04375
Capt.	525.00	.03646	525.00	.03646	525.00	.03646	525.00	.03646
1st Lt.	380.00	.02639	380.00	.02639	380.00	.02639	380.00	.02639
2nd Lt.	314.00	.02181	314.00	.02181	314.00	.02181	314.00	.02181
WO (W-4)	528.00	.03667	543.00	.03771	575.00	.03993	595.00	.04132
WO (W-3)	470.00	.03264	487.00	.03382	506.00	.03514	506.00	.03514
WO (W-2)	417.00	.02896	440.00	.03056	440.00	.03056	440.00	.03056
WO (W-1)	390.00	.02708	390.00	.02708	390.00	.02708	390.00	.02708
E-9	430.00	.02986	440.00	.03056	440.00	.03056	440.00	.03056
E-8	370.00	.02570	380.00	.02639	380.00	.02639	380.00	.02639
M/Sgt.	350.00	.02430	350.00	.02430	350.00	.02430	350.00	.02430
T/Sgt.	290.00	.02014	290.00	.02014	290.00	.02014	290.00	.02014
S/Sgt.	240.00	.01667	240.00	.01667	240.00	.01667	240.00	.01667

In the above table, a technical sergeant, for example, with over 22 years of service would use the factor .02014. Assuming that he had accrued 3,250 points during his tenure of service and had attained age 60, his monthly retirement pay would be computed by multiplying 3,250 by .02014, or approximately \$65.46. Similarly, a lieutenant colonel with over 20 years of service would use the factor .05174. If he accrued 3,000 points and attained age 60, his monthly retirement pay is computed by multiplying 3,000 by .05174 or approximately \$155.22. Eligible reservists receive retirement pay for life and, under certain conditions, may share these retirement benefits with their survivors.

FOURTEENTH UNITS WIN HONORS—The Washington, D. C. area's 459th TCW (Andrews AFB, Md.) received ConAC's flying safety plaque at special ceremonies recently. For the past several years the unit has boasted a top flying safety record. Accident-free since its inception in 1954, the 459th has flown over 26,000 hours and almost 5,000,000 miles . . . Clinton County AFB, Ohio's 302d TCW and 2494th Air Reserve Training Wing won competition over all 14AF units for performance in combat readiness during last October, November, and December.

OPERATION "LADY"—Wives of Air Force Reservists assigned to the 514th TCW, Mitchel AFB, N. Y. play hostess' on May 17 to a reunion of the Wing's ex-members on its 10th anniversary. The ladies volunteered to "add the woman's touch" in the celebration held in conjunction with Armed Forces Day at the New York base. . . . Air Force Reserve wives of Clearfield, Utah's 2647th AResC, and in particular the 9092d ARSq., do much to make the unit's meetings an attractive event. Attending monthly meetings as guests, they prepare a buffet to climax the evenings activities. The ladies are part of the 2647th statewide complex of auxiliaries to spark the Air Force Reserve in Utah.

10AF CENTERS MARK FIFTH BIRTHDAY—Nine Air Reserve Training Centers within the 10AF area racked up their fifth year of business recently. Activated in 1954, the centers still going strong are: (2650th) Chicago, Ill.; (2651st) Omaha, Neb.; (2652d) Detroit, Mich.; (2653d) Kansas City, Mo.; (2654th) Milwaukee, Wisc.; (2655th) Minneapolis, Minn.; (2656th) Denver, Colo.; (2657th) St. Louis, Mo.; and (2658th) Indianapolis, Ind. Today, 10th AF has 26 AResCs supervising some 400 Reserve units.

AIR RESERVIST IN ALGERIAN ACTION—While accompanying retired Air Force Colonel Homer Kellem on a photography expedition in Algeria recently, SSgt William Hobbs, 9841st ARSq, Fayetteville, Arkansas, wrote: "We are preparing to cross Algeria. I hope we live through it." Near the Moroccan border both were ambushed by Algerian rebels. Col. Kellem lost his life in the attack and Hobbs was seriously wounded.

MORE ON OLDEST SQUADRON—The 9736th ARSq., Lincoln, Nebraska counters Asbury Park, N.J.'s 9250th ARSq claim to being the oldest unit . . . says it organized as the 210th Composite Squadron two months earlier—August 1947. At press time, a new claimant—the 9250th of Sheboygan, Wisconsin, organized as the 223d Composite Squadron in April 1947.

OPERATION TEXAS EAGLE II—More than 160 Paramedics and 80,000 tons of heavy equipment were air delivered and air landed at Brooks AFB, Texas during Operation *Texas Eagle II* late in March by the 433d Troop Carrier Wing, commanded by Brig. Gen. John H. Foster. The airborne personnel and equipment were from the 326th Airborne Medical Company of the 101st Airborne Division stationed at Fort Campbell, Ky., and commanded by Lt. Col. Jack P. Pollock. Operation *Texas Eagle II* was a joint exercise designed to demonstrate the combat readiness of the *Reserve Alamo Wing* and the 326th Airborne Medics.



SHORTHOPS—Promotions: Gov. Harold W. Handley, Indiana, pinned the stars of a brigadier general on Col. William R. Sefton—commander of Ft. Wayne's 122d Tactical Fighter Wing (ANG) . . . Charles F. Bock, commander, 2615th AResC (Newark, N. J.) received his full colonel's eagles from Maj. Gen. John W. Persons, 14AR commander.

Awards, Decorations & Citations: AF Commendation Medals were awarded to six Florida Air Guardsmen and their Air Force active duty advisor for winning the 6th Annual World-Wide Fighter Weapons Meet. Receiving the award were: Col. R. E. Dawson, AF Adviser; Lt. Col. L. A. Moore; Maj. J. M. Taylor, Maj. C. M. Edwards; Capt. J. M. Elliott, MSgt R. G. Ransom, and TSgt F. H. Garst . . . Lt. Karl V. Keller, 185th FISq, Oklahoma ANG, received a "job well done" letter for quick-thinking while on early morning alert recently. Making a practice intercept in his F-86D, he was faced with an engine flame-out at 25,000 feet—sixty miles from his home base—and no radio contact. Unable to restart his engine, he brought the jet in on the 7,200 foot runway (no barrier) at normal touchdown speed.

Flying Awards: Det #1 and the 733d TCSq, Hill AFB, Utah, received Certificate of Meritorious Achievement in Flying Safety from Maj. Gen. Sory Smith, 4AF commander.

CAP Shorts: Long Beach, Calif.'s all-girl CAP squadron spent a three-day Easter encampment at Long Beach AFB as guests of the ConAC units there. Highlights of the visit were orientation flights in C-47 and C-119 aircraft . . . A Flight Scholarship will be presented by the 9631st ARSq., DesPlaines, Ill., to a lucky Chicago area CAP cadet on Armed Forces Day, May 16. The scholarship is designed to take the honored cadet throughout civilian flight training culminating in his or her solo flight.

Miscellany: Kansas City, Mo's 9146th ARGp., is leading a drive in its area to raise funds to furnish the U. S. Air Academy's new chapel. New Information Services Flight organized at Chattanooga, Tenn., in 9963d ARSq. Flight commander is Lt. Col. R. R. Owen, manager of WTVC-TV . . . New York City's JAGD Reserve Flight is planning a Space Law Symposium with target date of October 1959. USAF and ConAC JAGs will give full support . . . Air Force Reservist Eugene Emme (Ph.D)—a MOB Designee at the Air University—is receiving plaudits for his outstanding 910-page illustrated book, *The Impact of Air Power*. He is employed by Operations Research Office of Civil Defense Mobilization, Battle Creek, Mich.

More than 500 Air National Guard units throughout the United States are virtually at full authorized strength of 72,000 officers and men. Many of these units have substantial lists of qualified and interested applicants waiting in the wings.

How are such excellent recruiting results accomplished?

Fundamentally, the Air National Guard's campaign is based upon combatting "Don't-know-ism." It has discovered that educating people who don't know about the Air Guard is one of the most important tasks of a public information officer. It is also the job of every man in the Air National Guard.

This "grass roots" public relations program has four major goals: recruiting, building good will in the community, creating understanding of the mission and importance of the unit, and stimulating pride through public recognition of individual and unit achievements. When properly executed, each of these objectives ignites the other.

When a community understands and appreciates the importance of its Guard

receive by being Air Guardsmen.

Many of the Georgia Air Guard officials are active members of the various civic clubs. They have been presidents and chairmen of various committees as well as members of the Chamber of Commerce, Junior Chamber of Commerce, Kiwanis, Rotary and others. A large number of the 165th's airmen are active in various organizations and clubs.

Little wonder the spirit of camaraderie flares in Savannah!

Colonel William H. Kelly, Georgia ANG Base Detachment Commander, believes a large measure of this esprit is developed by selling the Air Guard to its members: "When it comes to recruiting, the 'Buddy' system works best for us. If the members are sold on the Guard, they can sell it to others. Since the reorganization of the squadron to an Air Defense Group last July, we have processed 108 applications."

Air technicians have taken the initiative in the recruiting projects undertaken by the 165th. They have assumed the responsibility for the initial contact by speaking before high school and

AIR GUARDSMEN COMBAT...

Don't Know-ism

unit, good will is a natural product. And demonstrations of good will increase unit pride. When unit pride increases, membership becomes increasingly attractive to high calibre men. These men increase the capability of the unit, gaining for it even greater respect in the community. And so the circle.

The city of Savannah and the Georgia Air National Guard (165th Fighter Group) score high as a prime example of this "grass roots" type relations.

The basic philosophy practiced by the 165th is that it is part of Savannah. Its personnel are *Savannahians* who live, work and play an important part in community affairs. They are big business in Savannah with their payrolls and local purchases.

Since they are part and parcel of the city, they are interested in community service projects such as the United Community Appeal, Blood Bank drives, Boy Scouts, School Boy Patrols and those things which tend to better the community as a whole.

To the community businessmen, the 165th symbolizes the amount of Defense being purchased per dollar, the skill level of the Air Guardsmen, and the additional training their employees may

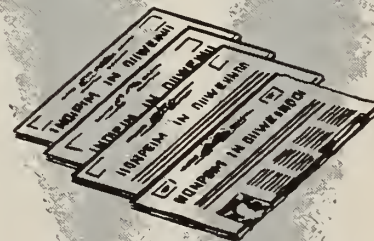
other groups. Names of interested individuals are forwarded to the squadron commander, then followed up by personal interviews. These Air Technicians also create better understanding for the Guard by providing newspaper articles, photos, radio and TV spot announcements and recruiting contests.

The all-out cooperation and harmony which exists between the Air Guardsmen and the City of Savannah is best exemplified by these typical occurrences:

At a time when the 165th's ramp sweeper was inoperative, a phone call to the City Street Department was all that was necessary to make arrangements to borrow a City sweeper over a week-end to do the very necessary job of sweeping the ramp and runways.

Another time, the Air Guard received a call from the Mayor of Savannah asking for aid. He needed transportation to take twenty businessmen and City officials to Meridan, Mississippi, to view the Corps of Engineers' model of the Savannah River basin. The purpose was to give a better understanding of the Savannah channel silt control program which affects the port of Savannah. The Guard arranged for a C-47

See DON'T KNOW-ISM Page 12





ConAC's flying safety plaque for 1958's outstanding ANG wing (Apr-Sept) is presented by Oklahoma's Governor J. Howard Edmonson to Col. E. G. Johnson, cmdr 137th ADWg, Oklo. ANG. Present are Maj Gen Robert E. L. Eoton (l) cmdr 10AF and Maj Gen R. W. Kenny, Adj Gen, Oklahomo.

■ PINE CONE from page 5

and live ordnance demonstrations are examples of this training.

The second type of training is the field exercise in which TAC and Reserve Forces units co-mingle with the Army airborne troops for realistic air order of battle maneuvers. In this area, TAC has been including Reserve and Guard aircraft, crews and planning personnel, in increasing numbers. Initiating of this type maneuver started in 1955 with "Sage Brush" in which only a token of Reserve and Guard personnel and aircraft were used. The Reservist and Guardsman proved their capability to support a large scale exercise at this time. Later came "Pine Cone I" in which 86 C-46 Air Force Reserve aircraft and crews gave an excellent demonstration of troop and cargo drop techniques. This was followed in 1958 by "White Cloud" with some 60 C-119 aircraft and crews of the Air Force Reserve—and now Pine Cone II.

TAC and Army are planning an ever larger operation for August 1960. At that time a complete Airborne division will be airlifted in a similar maneuver. This is the first time that unit integrity of Reserve and Guard units will be maintained and in all probability be considered as part or the whole of the units annual active duty or field training exercise.

There are other exercises and maneuvers in TAC's programming stages to be exercised during the coming year. These will include operations in the Panama and Alaska areas. Subject to Headquarters USAF approval, certain overseas movements and exercises are being considered.

The nation's Reserve Forces are taking on a new importance in the program now being implemented. Never before in peacetime have these forces been so closely integrated and so vitally important to our active duty forces. On their proficiency in this vital role may depend the security of the United States and the Free World.

■ DON'T KNOW-ISM from page 11

and thereby soared in the esteem of the City fathers.

These are but a few examples of one of the Guard's many excellent community relations programs. Currently the 165th is projecting other facets of sound public relations activities. Their energetic and imaginative concept fuses naturally with General LeMay's recent statement:

"... Public relations is first deserving, then earning, public understanding. In that context, public relations, as well as education, are tools of an enlightened policy toward the public. In America today, one must be understood if he wants to gain support."

■ TUNNER from page 3

at other echelons of this command.

My approach to reserve training, based on my experience, is best expressed by instructions I have just issued to my commanders on this subject. I have directed them to re-examine and revitalize their mobilization assignee programs to insure that inactive and active duty training is planned to provide some positive contribution to the MATS peacetime mission. This will lead to better training, accomplish something worthwhile, indicate to the reservist he is needed, and foster a "one-family" concept between the active force and the reservists.

As I have indicated, MATS' D-Day mission admits of no delay in attaining and maintaining a state of readiness. Yet we could hardly sustain a wartime operation with our present organization. I am confident that our reserve personnel, who have their mobilization and travel orders ready, can supply the difference.

■ RECALLS from page 2

1959. No exception will be made to the age, grade and skills listed below:

AFS	AFSC	Grade—Age*	
Navigator-Bombardier	1525 A/B	Lt—30	Capt—33
Navigator	1534	Lt—30	Capt—33
Pilot, Strategic Bomber	1235 B/C	Lt—30	Capt—33
Pilot, Navigator-Bombardier	1245	Lt—30	Capt—33
Pilot, Tanker	1065 B/C	Lt—30	Capt—33
Intelligence Photo-Radar	2044		Capt—37
Guided Missile Maintenance	3124	Lt—34	Capt—37
R & D Administrator	8446	Cpts—37	Maj—39
R & D Staff Assistant	8464	Cpts—37	Maj—39
Nuclear Research Officers	8516	Cpts—37	Maj—39
Mathematician	8526	Cpts—37	Maj—39
Physicist	8556	Cpts—37	Maj—39
Metallurgist	8576	Cpts—37	Maj—39
Aeronautical Engineer	8616	Cpts—37	Maj—39
Electronics Engineer	8626	Cpts—37	Maj—39
Mechanical Engineer	8636	Cpts—37	Maj—39
R & D Officer, Special	8696	Cpts—37	Maj—39
Installations Engineer	5525		Cpts—37
Construction Engineer	5534		Cpts—37
Maintenance Engineer	5544		Cpts—37
Utilities Engineer	5544		Cpts—37
Planning Engineer	5564		Cpts—37
Supply Officer	6424		Cpts—37
Fuel Supply Officer	6454		Cpts—37
Aircraft Maintenance Officer	4344		Cpts—37
Production Control Officer	4355		Cpts—37

* May not have attained the ages indicated as of 1 July 1959.

In addition to the above, a procurement program has been established for Fiscal Year 1960 to provide for continuance of direct appointment and recall of certain professional officers. Included in this program is a requirement for WAF officers in the lieutenant grades; and qualified JAGD officers and chaplains in the grades of lieutenant and captain. Qualified officers desiring a direct appointment in one of these areas must apply under provisions of AFM 36-5. Air Reserve Forces officers must apply in accordance with AFR 45-26.

THIRD BOMBARDMENT WING

The 1959 reunion of the Third Bombardment Wing Association is set for Galveston, Texas, September 11-13. Col. W. W. Farquhar, USAF (Ret.), chairman Program Committee, may be reached at 308 Acorn Circle, La Marque, Tex. Arrangements are being made to obtain a guest speaker of national prominence from the alumnae.

CAP's AVIATION EDUCATION WORKSHOP

The American public was quite dismayed when the Soviets launched *Sputnik I* and opened the aerospace age. With came the grim realization that our educational system was giving our youth insufficient emphasis on basic scientific training. Only in limited areas have our youngsters been continuously indoctrinated in the importance of the technology of the future—one of these has been the Civil Air Patrol. A coordinated CAP-high school aviation education program was started in 1948 and 1949. The thought behind indoctrinating CAP cadets in various phases of aviation was a long-range idea that even today is showing handsome profit. Nearly a million cadets have been trained by means of the program, and one place in particular, where former CAP cadets reveal themselves in high percentage, is at the U.S. Air Force Academy. As further evidence of the value of this enlightenment program, former cadets may be found in all phases of aviation because of influence brought to bear during their formative years.

The heart of this system to influence young Americans in the air age—and more recently in the space age—is the *Aviation Workshop* program, conducted by the Civil Air Patrol, which has trained approximately ten thousand educators in aviation education. As a result, many high schools throughout the country have instituted elective aviation education courses, where in many instances credit is given as a general social science course. In others, the courses have been provided as an educational enrichment program, or club-type activity. In any event, the Aviation Workshop program has proven its value and because of growing nation-wide interest it is the most important of CAP's many missions.

Sponsored Geographically

In 1958 CAP sponsored 41 aviation education workshops in 25 states, and in 1959 an approximate total of 50 will be held. Each of these regional workshops bring together several hundred teachers, government officials and experts in aviation. More recently, authorities on rockets, missiles and space science have been participating.

A case in point is the *Space-Age Education Workshop*, which was held at Paramus, New Jersey, during the middle of March and continued during a portion of April and May. Approximately 400 educators from Bergen County, N. J. heard such noted air scientists as Dr. John F. Victory, National Aeronautical and Space Administration (NASA); Dr. Franklyn Branley, Hayden Planetarium, New York, N. Y.; Dr. Mervin K. Strickler, Jr., chief of Aviation Education, Hq. Civil Air Patrol, Washington, D. C.; and Dr. Willy Ley, noted rocket expert and science writer.

In July, the 1959 *National Aviation Education Workshop* will be held at Montana State University, Missoula, Montana. This workshop is somewhat similar to those held each summer at leading universities throughout the country. The National Workshop, however, will last for five academic weeks from June 29 to July 31 and will permit teachers of elementary, junior and senior high schools and colleges to earn five hours graduate or undergraduate credit in education. The workshop will also be available to Reserve officers, CAP staff members and others interested in aviation education and aerospace development. It is expected that 500 educators will attend.

The National Workshop is jointly sponsored by the CAP, Montana State University and the Montana Aeronautics Commission. Cooperative assistance is also given by the National Aviation Education Council, The American Legion, Kiwanis International, the Air Transport Association of America, the Aircraft Industries Association of America, the United States Forestry Service, Boeing Aircraft Company, Cessna Aircraft Company, the Air Force Association, the National Association of State Aviation officials, the Army and Navy, the Air Force and Air Force Reserve.

The faculty of the National workshop will include professors from Montana State U., Civil Air Patrol officials, U. S. Air Force personnel and outstanding guest lecturers from government air and space agencies. Concurrent with the workshop will be a five-week staff college designed to train CAP officers in every functional area of activity. An intensified one-week staff college, during the last week, is expected to bring another 100 CAP members to the college.

Teachers will be offered two courses. The first is a non-technical course open to elementary and secondary teachers, administrators and CAP personnel. Focal points of this course will be the social, political and international aspects of aviation, with an introduction to aerodynamics, meteorology and astronautics. Emphasis will be placed upon teaching methods applicable to subject matter or class assignments of participants. Aerospace-Age teaching materials will be developed and field trips to municipal airports and industrial plants will constitute a valuable part of the workshop.

The second workshop is an advanced course dealing with curriculum developments for aerospace education in the elementary and secondary schools and the Civil Air Patrol programs. This course is intended for graduate students who have previously enrolled in an aviation education workshop and will require research on advanced aerospace education problems, and special projects in curriculum development.

Civil Air Patrol's Aviation Education Workshop program has served as a good example through which technological enlightenment is being offered to elementary, secondary and pre-college students. It serves to emphasize the importance of technical and scientific education of our youth at the earliest opportunity if we are to remain a technologically superior nation.



Discussing missiles are (l-r) US Congressman F. C. Osmer, NJ; Maj Shafer and Lt Col Edwards, AFRes, and Dr. M. K. Strickland, Hq. CAP.

New Squadron Minimums: A change to AFR 45-19 is being readied which authorizes a reduced minimum Air Force Reserve strength to 75 for an Individual Training Air Reserve Squadron. Regrouping of squadrons which do not meet minimum strength must be affected by August 1, 1959. Lt. Gen. William E. Hall, ConAC commander, stated that new minimum squadrons strength will bring about a more efficient and economical *Individual Training* structure.

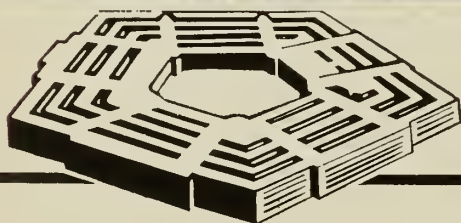
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Air Academy Liaison Officers to Meet: The first annual U. S. Air Force Academy Liaison Officer Training Conference is scheduled for Sept 14-16 at Colorado Springs. Liaison Officers will tour the Academy, receive full staff briefings, and also see the cadets in action. Negotiations with ConAC on administrative details such as airlift, training points and per diem are underway. All Liaison Officers have been notified by letter. Additional inquiries may be addressed to Director of Candidate Advisory Service, U. S. Air Force Academy, Colorado Springs, Colorado.

AF Reserve Support: Brig. General Felix L. Vidal, Deputy for AF Reserve Affairs, Office of Assistant Chief of Staff for Reserve Forces, being kept busy by appearances before several Congressional committees in support of the Air Force Reserve Program. Testimony given during past several months included justification for FY 1960 funds to pay Reservists for drill, active duty tours, school and special tours, airmen uniforms, subsistence and travel and justification for AF Reserve construction projects which include a dormitory for weekend Reservists at three locations. General Vidal was complimented by committee in both Houses of Congress for his presentations.

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JAGD Reservists: A number of Part III Judge Advocate mobilization assignment positions are available in the Air Reserve Individual Training Program. These positions provide for specialized training for points in JAGD Flights throughout the country and authorize an annual short tour of active duty with pay. Interested Reservists should apply to nearest Air Reserve Center.



Pentagraphs

New Simplified Letter Format: Clerk typists will be happy to learn that a change is forthcoming in Air Force letter-writing. In a break with tradition the familiar "Subject" and "To" will be imprinted on the letter page. Other changes to simplify and speed up letter-writing are included. The new form is to be used for all types of written correspondence, including inter-office communications. Thus, the typist will have one form to learn instead of three. USAF says that more than 55-million written communications are written annually. The new system will save approximately 500 man-years labor, or 25 percent each year. New AF Manual 10-1—just out—includes rules and procedures.

☆ ☆ ☆

AF Sets 1958 Flying Safety Marks: Steady improvement in the aircraft accident department by the Air Force in 1958 shows only 10 major accidents per 100,000 flying hours. The previous two years showed 14 for 1957 and 15 for 1956. General Thomas D. White, AF chief of staff commended personnel responsible, and noted that the rate had been expected to go up because AF personnel were flying more high performance jet planes than ever before.

☆ ☆ ☆

SAC Recalls for Coming Year: Strategic Air Command is pressing an expanded officer recall program for the next twelve months. Instead of waiting for AFROTC officers whose career potential is still unknown, SAC is asking for additional skills. Stressing selectivity in its recalls, it wants installations officers, armament and electronic officers, maintenance officers, pilots and navigators. Recallees will be carefully selected from Reserve officers who are anxious to return to active duty—and from recommended officers now on EAD.

Air Guard Notes: A break for ANG ferry pilots enroute home by commercial air—the Military Traffic Management Agency recommends travel orders authorize allowance of 38 pounds of excess weight for return of pilot's parachute . . . At least one ANG squadron, in Hawaii, is slated to swap its present fighters for Convair F-102s in the near future. Two ANG squadrons already fly F-100s . . . Help wanted: Academic Instructor, NGC 10, for ANG Instrument School, Ellington AFB, Houston, Texas. Requires capability as weather instructor, knowledge of audio-visual presentation and instructor techniques, at least 12 months' instructing experience, meteorological experience. BA in Education preferred. Contact Cmdt. ANG Jet Instr. School, Ellington AFB, Texas.

☆ ☆ ☆

ECI Notes: The Extension Course Institute has activated five new courses—one in armament, two in communications-electronics, one in intelligence and one in the photographic field. The new courses are: Armament Electronics Fundamentals (3201); Aircraft Radio Repairman (Command) (3026); Aircraft Radio Repairman (General) (3027); Intelligence Operations Specialist (2041); and Aerial Photographic Technician (2313) . . . Air Force Reservists with an eye on the future will be interested in Fundamental Principles of Guided Missiles (3111) currently being offered.

☆ ☆ ☆

Summer Encampment Change: The following change has been reported in the Air National Guard summer encampmen schedule printed last month: The 130th TC Sq, West Virginia ANG will train June 6-20 instead of May 23-June 6. No changes have been reported for Air Force Reserve units.



Air Force Point of View

Viewpoints on policies affecting the Air Force and national defense. As key members of the Nation's aerospace arm, it is vitally important that all Air Reservists keep informed on current Air Force thinking.

On SAGE . . .

SAGE is the name given the Nation's vast new electronic air warning and interceptor control network. A number of air defense sectors already have SAGE systems in operation. When completed, the SAGE system will guard our air approaches and provide an integrated system of air defense in depth.

The SAGE IBM computer digests radar returns from all sources, plus ground observer reports, flight plans and weather information. It translates this information into an over-all picture of the air situation.

The computer automatically calculates for the air commander the most effective employment of such defensive weapons as guided missiles, anti-aircraft batteries and jet interceptors. In the case of our intercepting jets, the aircraft are controlled by directions fed by radio directly from the computer to the automatic pilots in the aircraft.

SAGE stands for Semi-Automatic Ground Environment. Developed under Air Force contracts, the system was devised by the Massachusetts Institute of Technology Lincoln Laboratories.

On Effective Defense . . .

U. S. Air Force-prepared strategic and tactical air forces, the early warning system and other elements of air defense, plus United States naval and ground forces and allied forces, were prominently featured in President Eisenhower's March address on Berlin. But Berlin naturally got the headlines. Yet, what the President said about our defense posture is of special significance to Air Force members. Here, from the Commander-in-Chief, was a description of the most important elements in our defense organization:

"It is the product of the best composite judgment available for the fulfillment of our security needs. We are devoting great sums for the maintenance of forces capable of nuclear retaliatory strikes. This capability is our indispensable deterrent to aggression against us.

"The central core of our deterrent striking force is our Strategic Air Command with its long range bombers. They are reinforced by naval aircraft and missiles of varying types, and tactical fighter bombers. This array will soon include weapons of even greater power and effectiveness.

"The capacity of our combined striking forces represents an almost unimaginable destructive power. It is protected by a vast early warning system and powerful air defense forces. More and more this great retaliatory force will feature intermediate as well as long range missiles capable of reaching any target on Earth. As we steadily go through the transition period from bomber to missile as the backbone of this striking force, we nevertheless continue replacing bombers, powerful as we know them now to be, with others of greater power, range and speed. In this way we take care of the needs of this year and those immediately ahead, even as we plan, develop and build for the future.

"We are engaged in an endless process of research, devel-

opment and production to equip our forces with new weapons. This process is tremendously costly, even should we consider it only in terms of money. If we are to master the problem of security over a prolonged period of time, we cannot forever borrow from the future to meet present needs.

"Therefore, we must concentrate our resources on those things we need most, minimizing those programs that make less decisive contributions to our Nation. Effective defense comes first. . . .

"In addition to the forces comprising our retaliatory striking power, we have potent and flexible naval, ground and amphibious elements. We have a growing array of nuclear-powered ships, both submarines and surface vessels. World-wide deployment of Army divisions, including missile units, increases the ability of the U. S. Army and the Marines to rapidly apply necessary force to any troubled area. At home, the Strategic Army Corps is ready and able to move promptly as needed to any area of the world. . . ."

On Defense Reorganization . . .

Each Service retains great responsibilities within the newly reorganized Department of Defense, according to Gen. Nathan F. Twining, Chairman of the Joint Chiefs of Staff. The DOD Reorganization Act of 1958 makes the chain of command run from the President to the Secretary of Defense to the unified and specified commanders. This command is exercised through the Joint Chiefs of Staff (JCS) who provide the channel of communication and serve as advisor to the Secretary of Defense.

The JCS also is responsible to the Secretary of Defense for both the strategic planning and operational direction of the Armed Forces. The JCS is served by more than 350 officers (400 are authorized), which is organized as a Joint Staff. It has a J-1, J-2, J-3, J-4, J-5 and J-6 to handle personnel, intelligence, operations, logistics, plans, and communications; plus two other "J" directorates to handle military advisory affairs and programming.

Forces are organized, trained and equipped by each of the Services, depending upon the Service's specialties as assigned in the so-called Functions Paper, and are, in most cases, assigned to a specified or unified combatant command. (Currently, the specified commands are Strategic Air Command and Naval Forces Eastern Atlantic and Mediterranean.) Each Service also develops doctrine within its speciality. For example, the Air Force is the Service with primary responsibility for *developing* the Nation's air defense doctrine. It is the JCS, however, which *establishes* the doctrine. Forces assigned to each specified or unified combatant command (for example, SAC or EUCOM) are under the full operational command of the specified or unified commander.

However, the new law permits the military Service chiefs to exercise supervision over *members* and *organizations* of their Services in these combatant commands "in a manner consistent with the full operational command vested in unified and specified commanders."

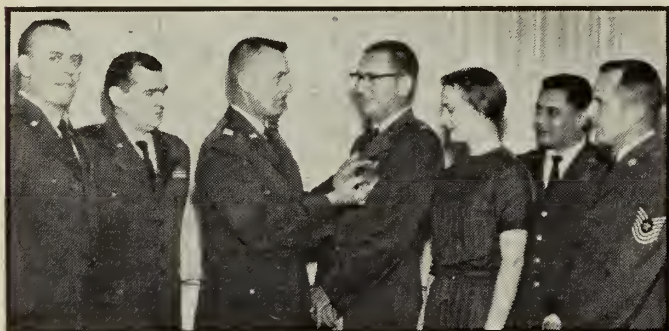
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THE AIR RESERVIST
AIR RESERVE RECORDS CENTER
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OFFICIAL BUSINESS

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USAF Periodical 30-1
No. 30H-5-59: 399,042



Capt. "Jock" Jeranek, USAF Adviser rotor observer with the Milwaukee ANG is presented with model "Scorpion" by Lt. Col. Thomas Bailey, cmdr 128th Fighter Gp as he stepped from back seat of F-89D after logging 1000th hour in the fighter. Capt. Howard Stroschin (1) was pilot on flight.



Lt. John P. Bednor, AFRes, receives Medol from Capt. Gordon Rendall, cmdr 2563d AResC, in Los Angeles, Calif., while Mrs. Bednar looks on. Bednor volunteered as observer-navigator aboard F-89 Scorpion and guided plane through atomic mushroom cloud during Mercury, Nev., tests.

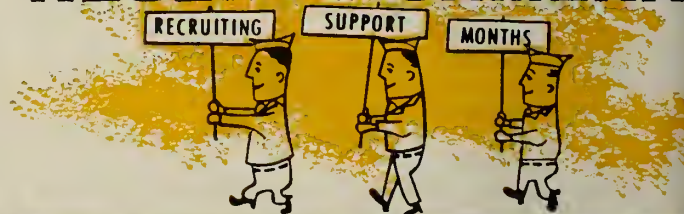


Mory Ann Mobley (Miss America) pins cors on Capt. Ray Holdbrook, first man to be signed up in Orlando, Fla.'s 9186th ARGp Spring recruiting drive. Diane Touscher (Miss Florida) and Col. Burwell Howard, group commander look on. No recruiting problems expected in the Orlando area!



Lt. Gen. William E. Hall, ConAC cmdr, receives the original artwork on winning entry of the ConAC Insignia Contest from Lt. Thoddeus A. "Tod" Dejewski, New York City Air Force Reservist. The entry won out over 3,400 others. Dejewski and wife get paid 10-day holiday in Rio de Janeiro.

RESERVE CAMERA



Deon Fredericks, NBC-TV's "Lt. Col. Steve Canyon," signs autographs for group of admiring youngsters at a recent open-house of the Los Angeles, Calif., Air Reserve Center. The youngsters were the off-spring of Air Force Reservists on hand to visit the open-house and see the TV star.

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THE AIR

Reservist



JUNE-JULY 1959



June 1949



AIR RESERVE
FORCES *Review*

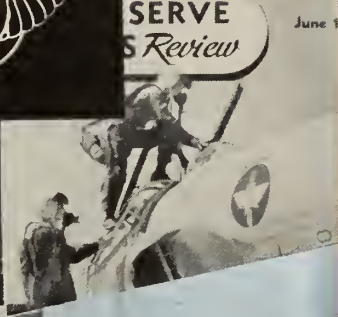


June 1950

AIR RESERVE
FORCES *Review*



AIR RESERVE
FORCES



RESERVE
Review

June 1

FORCE RESERVE AIR NATIONAL GUARD
CIVIL AIR PATROL AIR SCOUTS OF AMERICA

1949

...my hearty
approval
support."

Harry Truman
President



1959

"... best wishes
on your
10th Anniversary."

Harry Truman



THE AIR
RESERVIST



THE AIR
RESERVIST



Good Changes Commanders page 4
"Bull's Eye" page 5



Reservist

JUNE-JULY 1959



Q. My son was killed in a hunting accident in Alaska. He was a member of the Air Force Reserve. Would you please tell me what benefits, if any, he is entitled to from the Air Force?

A. Survivors of former members of the military services may be entitled to certain benefits from the Veterans Administration, provided they meet established requirements. You should inquire at the Veterans Administration Regional Office nearest you for information as to eligibility for compensation, pension, or burial allowance. Also, the Veterans Administration will be able to advise you about any questions concerning government insurance in force at the time of a reservist's death.

Q. I recently transferred to the Retired Reserve in grade of lieutenant colonel with 20 years 3 months satisfactory service, which

see MAIL BAG page 5

THE AIR Reservist

VOL. XI—NO. 6 JUNE-JULY 1959

AIR FORCE RESERVE AIR NATIONAL GUARD
CIVIL AIR PATROL

Lt. Gen. William E. Hall
Commander, Continental Air Command

Col. Blake C. Miller
Chief, Office of Info. Svs., ConAC

EDITOR

Lt. Col. Joseph H. Friedmann

ASSOCIATE EDITOR

Fred E. Giachino

STAFF WRITER

Earl E. Lane

The Air Reservist is an official publication of Continental Air Command approved by the Secretary of the Air Force, in accordance with Public Law 476, Section 259, 82nd Congress. This law directs the dissemination of complete and up-to-date information of interest to the Air Reserve Forces.

Editorial Office: The AIR RESERVIST
OIS, Hq ConAC, Mitchel AFB, NY

The Material contained in The Air Reservist is listed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by the Secretary of the Air Force and the Director of the Bureau of the Budget 23 July 1958.

Anniversary Greetings...

Air Reservist magazine rates a salute on its tenth birthday! The publication has continually projected our concept of airpower through its reserve medium. In so doing, it has helped promote a better understanding of American Airpower for Peace.

A salute to the Air Reservist...for a job well done!

James H. Douglas
Secretary of the Air Force

Congratulations to the Air Reservist magazine on its tenth anniversary!

The Air Reservist, over the decade, has proven a vital communications link to the citizen-airman. It has consistently kept him well-informed on Reserve affairs and on the importance of his manifold contributions to our national concept of airpower.

I personally look forward to the successful continuance of this excellent publication as the official voice of the Air National Guard and the Air Force Reserve.

General Thomas D. White
Chief of Staff, USAF

Mission accomplished!

This briefly and completely describes The Air Reservist magazine's ten years of exemplary service to an ever-expanding U.S. Air Force Reserve program. Strength of the program, in large part, is dependent upon the accurate dissemination of reserve information to our citizen-airmen, and it is in this area of communication that The Air Reservist has excelled.

The Air Reservist can be justifiably proud of its brilliant, ten-year record of mission accomplishment.

Richard A. Grussendorf
Major General, USAF
Assistant Chief of Staff for Reserve Forces

In its brief 10-year history, "The Air Reservist" has become the symbol and voice of the United States Air Force Reserve Forces. At first it was named the "Air Reserve Forces Review." This was when our nation's leaders first began building up the reserve strength so essential to any soundly developed military program. Ever since, the publication has successfully accomplished its mission of keeping the Reserve Forces informed and helping them to grow. It has done an excellent, expeditious job of reporting. Today it has the largest circulation of any official military periodical printed and I extend to its past and present staffs congratulations on a job well done.

William E. Hall
Lieutenant General, USAF
Commander, Continental Air Command

COVER: Ten years ago this month, a picture and message by the Honorable Harry S. Truman—then President—was featured on page 2 of the initial issue of the "Air Reserve Forces Review," by which name "The Air Reservist" was then known. Since the birth of the first magazine in June 1949, close to 120 issues—reaching a total of approximately 50,000,000 copies of "The Air Reservist"—have rolled off the presses and been distributed. The current cover shows the former President holding the 10 year old original magazine issue, in a recent photo taken especially for "The Air Reservist" at the Truman Library in Kansas City, Mo. In saluting the magazine on its 10th anniversary, Mr. Truman reiterated his statement of a decade ago "... Our whole national concept of airpower rests solidly on the firm support given the National Military Establishment by the citizen-airman of the Reserve forces of the United States Air Force."

Statistics show increased participation in...

Spring Storm



A/IC Edwin M. Bruce of Atlanta takes oath as Georgia's Gov. Ernest Vandiver swears him in as nation's first enlistee under *Spring Storm*.

ConAC's nation-wide campaign, *Spring Storm*, designed to spur participation in the Air Force Reserve program has shown great promise in its first month of operation. Beginning on May 1, *Spring Storm* recruiters have signed up for active participation in the Ready Reserve, 2,245 officers and airmen. Compared to the average gains of 280 individuals per month since July 1, 1958, the campaign in its first thirty days has made an 800-percent improvement!

For the statistically minded, individual gains by numbered air forces are as follows: 4AF-456; 10AF-847; and 14AF-942. Going a step further, some interesting conclusions may be arrived at by comparing the numbers recruited against the individual contacts made. For instance, in a sales campaign comparable in nature and scope to *Spring Storm*, a sales of 1 percent of total contacts would be considered highly successful. *Spring Storm* has outstripped even that moderate figure by a total of 7 percent!

The box score by numbered air forces shows 4AF leading in the *contacted-recruited* ratio with a total of 3,079 contacted in its 8-state area and 456 individuals recruited. On a proportionate basis, 4AF leads with an impressive 15 percent. Some 13,390 individual contacts were made in 10AF's 18-state area by Air Force Reservists with a total of 847 recruited—or approximately 7 percent. The 14,815 contacts made by 14AF in its 22-state area paid off with 942 re-

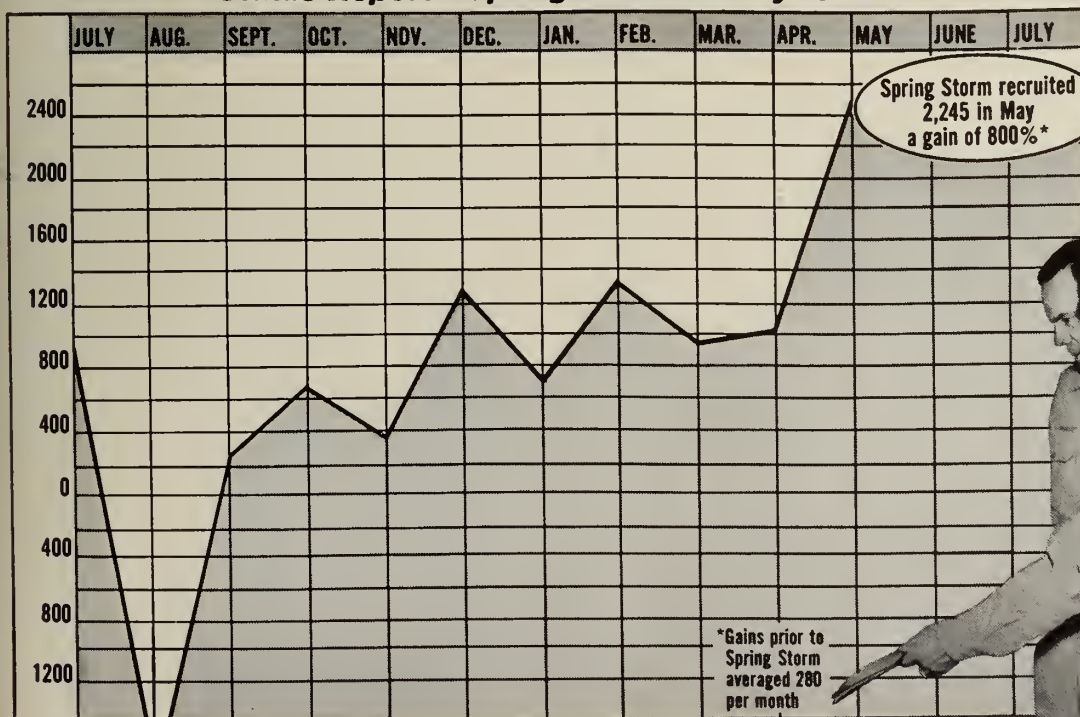
cruited, which indicates a 6-percent gain. Total ConAC individual contacts during May were 31,184.

Spring Storm has been a campaign directed toward stimulating selective assignees, prior service personnel, and inactive Reservists who are qualified, to play a more active role in the Air Force Reserve. The two-month campaign (May and June), more formally known as *Recruiting Support Months*, consisted of a nation-wide radio, television and news media campaign to reach inactive Reservists and prior service personnel. This has been followed up with personal contacts and interviews in the prospect's home. Special motivation kits were designed and issued to stress *The Active American* theme used to encourage individuals to participate.

While *Spring Storm* has been a general recruiting campaign, it has placed special emphasis on selective assignees. This category represents the Reserve obligors assigned to fill a position, but not required to participate actively in training. These individuals are given such assignment because of recent extended active duty in a special qualification for which no other Reservist is available.

(The final results of *Spring Storm* will be published in a later issue of "The Air Reservist.")

Status Report "Spring Storm" - May 1959



Maj. Gen. Alfred F. Kalberer, ConAC vice cmdr., discusses campaign progress with Cal. Blake C. Miller, OIS chief.



2167

THE AIR FORCE RESERVE SELECTS ITS NATION-WIDE AWARD WINNERS FOR YEAR ENDING APRIL 1959: TSgt Hawthorne C. Evans, Jr., 9962d ARSq, Knoxville, Tenn., *Outstanding Air Force Reserve Airman* . . . The 442d Troop Carrier Wing, Richards-Gebaur AFB, Mo., *Outstanding Air Force Reserve Flying Wing* . . . 8500th Air Reserve Squadron, Hamilton AFB, Calif., *Outstanding Air Force Reserve Squadron* (Navigation Training) . . . 9387th ARSq, Los Angeles, Calif., *Outstanding Air Reserve Squadron of an Air Reserve Center*.

The 442d TCW, 8500th ARSq and the 9387th ARSq were honored at the ROA convention in Denver, Colorado, last week. Sgt. Evans and the 442d will receive awards at the AFA convention to be held in Miami, in September.

Other top Air Force Reserve units in the finals included: *Outstanding ARSq*—the 9641st ARSq, Decatur, Ill. and the 9984th ARSq, Anderson, S.C.; *Outstanding ARSq (Navigator)*—the 8502d, Selfridge AFB, Mich., and the 8495th, Willow Grove NAS, Pa.; *Outstanding TCW's*—the 452d, Long Beach MAP, Calif., and the 302d, Clinton County AFB, Ohio; *Outstanding Airmen*—MSGT George Salvador, 9352d ARSq, Pasadena, Calif., and TSgt William J. Priest, 9622d ARSq, Detroit, Mich.

THE AIR NATIONAL GUARD SPOTLIGHTS ITS BEST FOR 1958: 115th Tactical Fighter Squadron, Van Nuys, Calif., the Air Guard's *Top Tactical Flying Unit* and winner of the "Spaatz" Trophy and the Air Force Association's "Outstanding Unit" Trophy . . . 193d Fighter Interceptor Squadron, Lincoln, Nebr., *Outstanding Air Defense all-weather Unit*, winner of the "Winston P. Wilson" Trophy . . . 153d Tactical Reconnaissance Squadron, Meridian, Miss., second place in the "Spaatz Trophy" competition . . . 166th Tactical Fighter Squadron, Columbus, Ohio, third place in "Spaatz Trophy" competition.

Presentation of the "Winston P. Wilson" Trophy will be made at the Night Fighter Association annual meeting held in conjunction with the AFA convention. (*Identity of Air Guard's Outstanding Airman not known at press time*).

Award of Honor

The National Safety Council has presented ConAC with its highest award—the *Award of Honor*—for the Command's outstanding ground safety program during 1958.

In addition, the Tokyo Raiders organization, comprising members of the famed WWII Tokyo mission led by General Jimmy Doolittle, has presented ConAC with a plaque for its outstanding motor vehicle safety program last year.

Fatal ground accidents throughout ConAC were reduced 31 percent during 1958 and accident costs per capita were decreased 48 percent.

Encampment Changes

Some summer encampment sites and dates have been changed for Air Force Reserve units. The 733d TCSq, Hill AFB, Utah, will train at its home station from July 26-August 8. Detachment #3, 12th AACS Sq, George Wright AFB, Wash., will train at Mather AFB, Calif., August 1-15. Detachment #5, 12th AACS Sq, Hamilton AFB, Calif., will train at Mather AFB, Calif., August 1-15.

Address changes for "The Air Reservist" will be expedited if they are sent directly to the Air Reserve Record Center, 3800 York Street, Denver 5, Colorado, rather than to the magazine editorial office.

Nation's Outstanding Airman

Singled out for individual honors, TSgt. Hawthorne C. Evans, Jr., a 14AF Air Reservist selected as the nation's Outstanding Reserve Airman, has racked up a string of plaudits.



SGT. EVANS

The 31-year-old airman, who serves as principal of Roberts Elementary School in Morristown, Tenn., was recently named Outstanding Teacher of the Year for the state of Tennessee, and was nominated for the title of U. S. Teacher of the Year.

When Evans attends the AFA Convention in Miami Beach, Florida in September to receive his Outstanding Air Reserve Airman Award, there may be some problem of protocol. He will be wearing the uniform of a 1st Lt, having also been selected as one of 75 Air Reserve airmen throughout the U. S. to receive AF Reserve commissions.

Evans' appointment as a Reserve officer comes as no surprise to his colleagues and friends in East Tennessee where his accomplishments are well known. He is director of Civil Air Patrol Cadets and commander of cadets for the Tennessee Wing CAP Encampment.

As an officer in CAP, Evans organized the CAP cadets of Morristown and also was directly responsible for the establishment of the only Air Explorer Unit in the Great Smoky Mountains Council. In his civilian capacity he has served as president of the Morristown Education Association; president of the Guidance Section of the Tennessee Education Association; and the publicity director of the East Tennessee Elementary Principals Association.

Air Rescue Story

Two Air Force officers are preparing a new book on Air Rescue and are looking for stories of actual rescues, the names of airmen and officers who participated, and the concepts these men developed for themselves. The stories may involve flight crews, pararescue men and ground medics working in all climes from the arctic, desert, tropic, mountain or water. Photos are needed and will be returned. If you can provide the authors, Lt. Cols. C. V. Glines and Wendell Moseley, with background on yourself or friends involved in air rescue work, contact the latter at Box 455, Albrook AFB, Canal Zone.

Bomb Group Reunion

World War II alumni of the Eighth Air Force's 91st Bombardment Group are engaged in a nationwide round-up of men stationed at Bassingbourne Air Field in England, between 1942 and 1945. Names and addresses are sought with a view to arranging a reunion. Write directly to Bassingbourne Rally-Round, c/o Maj. Gen. Stanley T. Wray, P.O. Box 7657, Wright-Patterson AFB, Ohio.

is also my total service. Will my retired pay at age 60 (in 1964) be computed at the rate of longevity base pay for over 20 years service or at the rate for over 26 years?

A. Credit for longevity for base pay is not limited to service in active status. Longevity accrues for membership in any component of the Armed Forces including the Retired Reserve section of the Air Force. AFR 45-7 governs creditable service, how it is computed, and retirement pay based on such computation.

Q. I am currently a member of the Air Force Reserve desiring enlistment in the Air National Guard. What is the procedure in obtaining release from the Reserve?

A. Prior to enlistment in the Air National Guard you are required to submit a letter request to the Commander of your Air Force Reserve unit of assignment (if assigned to NARS, IRS or ISLRS, forward request direct to the Commander, Air Reserve Records Center). The letter must contain a statement as to reason for request, a desired date, and the unit and address of the organization to which transfer is requested. The Air Force Reserve unit commander will either approve or disapprove the request for transfer. If approved, the request will be indorsed to the commander of the Air National Guard unit concerned.

Persons Retires

Maj. Gen. John W. Persons, 14AF commander since August 1, 1957, will retire on July 31 after completing thirty years of service. An active command pilot with more than 10,000 flying hours he has flown aircraft ranging from jets to helicopters.

His military career included important command assignments in the Philippines, Japan, Alaska and the U.S. As commander of Fourteenth Air Force, General Persons was responsible for developing a large portion of the nation's Air Reserve Forces' Manpower into a combat ready status.

Slated to succeed General Persons is Maj. Gen. Chester E. McCarty, present 12AF commander. Retirement ceremonies for General Persons will be held at Robins AFB, Ga., on July 31.



points for TOGETHERNESS

The old saying that "birds of a feather flock together" usually has a dubious connotation, but to Continental Air Command this aptly describes the pleasant partnership between the Civil Air Patrol and the Air Force Reserve. To get right to the *point*—a double entendre is intended—Reservists have excellent opportunity to work together with both senior and cadet members of CAP and earn retirement credits (points).

General Thomas D. White, chief of staff of the Air Force, in a letter to General Carl A. Spaatz, USAF (Ret), chairman of the board of the CAP, stated recently: "The USAF fully recognizes and will continue to support the senior activities of the Civil Air Patrol, such as search and rescue and communications and their activities in civil defense and disaster operation . . . USAF considers that one of the most important missions of Civil Air Patrol is their air education for the public and motivation of youth to a career in aviation."

With this in mind, Reservists can do much to further these missions in their local community and to earn points for retention and retirement while doing so. This is an opportunity for Reservists to work with today's youth to promote aviation education and airmindedness in all their areas of influence. Although there is a difference between the two organizations, Air Force Reservists and Civil Air Patrol have companion aims. The Reserve, is a militarily directed organization offering varied benefits such as pay, promotion, retention and retirement on a point-earned basis, based on authorized training and former military status. CAP is strictly a volunteer civilian auxiliary of the U. S. Air Force whose members do not have to meet the full requirements of military conformity, but who assemble themselves in close association with the Air Force to further their aims. They pay annual dues for the privilege of serving; they purchase their own uniforms and often their own equipment; they provide for their own transportation, food and personal maintenance expenses. Together, the Air Reserve Forces and the Civil Air Patrol form the largest military-civilian organization in the country.

Although a civilian, the CAP member wears the Air Force uniform with its distinctive Civil Air Patrol insignia and seeks the support, companionship and guidance that members of the Air Force and Air Force Reserve can offer.

Support from Centers

During a recent visit to CAP headquarters in Washington, Lt. Gen. William E. Hall, commander of ConAC, following a briefing for his benefit, stated that the Air Force Reserve has much to offer the Civil Air Patrol. He emphasized the need for mutual assistance between the two organizations, stating that Air Reserve Centers throughout the United States, and other ConAC base facilities, could and would be utilized wherever possible to fulfill the mission of CAP. He indicated a greater utilization of military facilities, supplies, personnel, transportation and services. He also pointed out that Air Reserve Centers could well program their training activities this summer to provide more support for CAP. He suggested that assistance may be forthcoming in training air inspectors and in combining facilities for information dissemination.

CAP and ConAC have worked in close cooperation the past two years in carrying out the objectives of the National Search and Rescue Plan in the Continental U.S. ConAC was designated the executive agent for the Air Force and SAR Coordinator for the inland region and delegated the responsibility for implementing the National SAR Plan. In organizing all search and rescue agencies and facilities in the nation into a cooperative network, ConAC gained the services of CAP. It was the only major resource of professionally trained and equipped units with a primary mission of search and rescue in the nation. The success of this plan is due largely to the generous and highly professional support offered by CAP.

see TOGETHERNESS page 14

MATS Openings

The Military Air Transport Service has announced a number of openings for M-Day assignees throughout the command within the United States. Airmen can fill these drill pay status positions in almost any category, while a considerable number of positions for officers are also open.

Special emphasis has been placed by MATS on filling as many positions as possible during the month of July; and the base or unit Reserve Branch of Personnel can be contacted for more specific information at any of the installations listed below.

MATS officials pointed out that Reservists can fill the majority of the positions during weekends, nights, and holidays, so that duty periods would not interfere with their normal jobs. Some positions call for 24 or 48 four-hour periods, with a 15-day active duty tour per year; others call only for a 15- or 30-day annual active duty tour.

Interested officers and airmen in the Air Force Reserve should check at the nearest installation listed below. However, duty periods or active duty training may be conducted at bases farther from their homes under certain conditions.

Principal categories open are shown below the MATS addresses listed:

SCOTT AFB, ILL (1405th ABWg)

Officers—legal, supply, and engineering.

Airmen—communications and electronics, supply, aircraft and automotive maintenance, air police, medical, firefighting.

TRAVIS AFB, CALIF (1501st ATWg)

Officer—medical and maintenance.

Airmen—aircraft maintenance, construction, utilities, transportation, and medical.

LARSON AFB, WASH (62d TCW)

Officers—medical.

Airmen—aircraft maintenance, utilities, transportation, supply, administration, air police, statistical services, and medical.

McCHORD AFB, WASH (1705th ATGp)

Officers—medical.

Airmen—aircraft maintenance, transportation, and administration.

McGUIRE AFB, N. J. (1611th ATWg)

Officers—transportation and medical.

Airmen—air traffic control and warning, transportation, supply, finance and statistical services, administration, air police, and medical.

DOVER AFB, DELAWARE (1607th ATWg)

Officers—pilot, navigator, medical, installations, supply.

Airmen—transportation, administration, aircraft maintenance, supply, medical.

CHARLESTON AFB, S. C. (1608th ATWg)

Officers—installations engineer, and medical.

Airmen—aircraft and automotive maintenance, installations, administration, air police, medical, and transportation.

DONALDSON AFB, S. C. (62d TCW)

Officers—medical.

Airmen—aircraft and automotive maintenance, utilities, supply, medical, and administration.

ORLANDO AFB, FLA. (1360th ABGp)

Officers—photography and cartography, medical.

Airmen—firefighting, supply, air police, and medical.

Other MATS M-Day positions are available with the



Artist John T. McCoy (Lt Col AFRes), who is doing a series of historical paintings for presentation to the U.S. Air Force Academy presents print of one of his works to AF Chief of Staff General Thomas D. White. The picture, a rendition of the Wright Brothers at Kitty Hawk, Va. in 1903 commemorates delivery of the first airplane in the American military service.

Aeronautical Chart and Information Center, St. Louis, Mo.; 1370th Photo Mapping Group, Turner AFB, Ga.; 1352nd Motion Picture Sq., Los Angeles, Calif; 1st Aeromedical Transport Group, Brooks AFB, Texas; 15th Aeromedical Squadron, Brookley AFB, Ala., and the 1502d Air Transport Wing at Hickam AFB, Hawaii.

ISO Merger

A plan to provide the United States Air Force with additional manpower and professional assistance in the fields of printed, written, oral and visual communications—at no extra cost to the taxpayer—was recently outlined to ISO chief representatives of USAF and ten major commands by Reservist members of the New York City Information Services Squadron (9215 ARSq). The ISO chiefs and guests were welcomed by Colonel Thor M. Smith, squadron commander.

Brigadier General Eugene B. LeBailly, USAF Deputy Director, OIS, in introducing the command chiefs, said the plan has elicited "enthusiastic support," calling it a "step in the right direction which ties us together with our civilian counterpart and helps us immeasurably." Gen LeBailly said General Thomas D. White, USAF Chief of Staff, Major General Arno H. Luehman, USAF Director, OIS and he "expect great things from a great idea."

Colonel Robert P. Keim, deputy commander of the squadron, in outlining the plan stated that the "new" association with the major commands was compared in the same light as between advertising agencies and clients with but one important difference: "minus the fifteen percent."

Each major command, in the role of "client" has a counterpart in the person of a reserve liaison officer with a staff of five members acting as "account executives." Between these two groups, problems are presented to the squadron "plans board" where an evaluation study and recommendation is made and given to the affected command for action.

Col Keim pointed out "no reserve member attends squadron meetings in a pay status," emphasizing the entire operation is a "labor of love." Among the more than 100 reserve squadron members, many hold key positions in newspapers, wire services, syndicates, magazines, radio and television, advertising agencies, motion picture companies and related fields.

1959 Navigation Champs

Top laurels in the third annual Air Force Reserve Navigator Competition were won this year by the 8499th Air Reserve Squadron of Long Beach Municipal Airport, Calif. Members of the winning team—all Californians—included Maj. J. K. Finley, a Hollywood civil engineer; Maj. L. T. Clarke, a night club owner of Norwalk; Capt. R. S. Holden, an engineer from Monterey Park; and Capt. G. E. Rigdon, a N. Hollywood building contractor.

Capt. William W. Naumann, Jr. of the 8498th Air Reserve Squadron at Andrews AFB, Md., was named the meet's outstanding navigator. He compiled the lowest total of errors among 68 top navigators competing at the Ellington Air Force Base (Texas) contest from May 17-23. In civilian life, Capt. Naumann is an industrial insurance salesman.

The navigators, working as four-man teams on the TC-47s (*Flying Classrooms*), represented 17 of ConAC's 18 Air Reserve navigation squadrons throughout the nation. They flew three six-hour, 800-mile missions over the Gulf of Mexico. Dead reckoning, LORAN and celestial navigational techniques were used. Team scoring the lowest amount of navigational errors, and therefore the lowest final total score, was the winner.

The winning 8499th took first place with a 58.25 score. Second place was won by the 8498th Squadron of Andrews AFB with a 58.5 score while the 8500th of Hamilton AFB came in third with a 59.00.

Second and third navigators respectively were Capt. Steven Onysko of the 8514th Squadron, Hanscom Field, Mass., and Capt. John T. Maddux, 8507th Squadron, Hensley Field, Dallas, Texas.



Brig. Gen. Julian M. Choppell, deputy chief of staff for operations, Continental Air Command, presents trophy to top Reserve navigator Capt. William W. Naumann, Jr., of the 8498th Air Reserve Squadron, Andrews AFB, Md. Naumann compiled lowest total of errors among ConAC's 68 best.

SAR Anniversary

ConAC's National Search and Rescue Coordination System marked its second anniversary on June 1 with a remarkable record of 899 lives saved as a direct or indirect result of its operation. Participating in some 1,311 missions, involving 1,777 people, 30,340 sorties were flown by aircraft from military and civilian sources for a total of 59,884 flying hours. A sortie is one flight by one aircraft and includes aircraft and personnel from the Armed Forces, Civil Air Patrol, state and civilian agencies, and private pilots.



The sign was prophetic as these Reserve navigators from the 8499th ARSq depart operations for Ellington's flight line for their final mission. (l-r) Capt. Gilbert E. Rigdon, Maj. John K. Finley, Maj. Louis T. Clarke and Capt. Robert S. Holden become the top navigation team within ConAC.

Postal Match

ConAC's *Postal Match* for AF Ready Reservists and Air Guardsmen has been completed and the top 15 winners in each of the pistol and small bore divisions offered opportunity to compete in the World Wide USAF Matches at Lackland AFB, Texas, which were underway as *The Air Reservist* went to press. The top three winners in each division of the *Postal Match* will receive appropriate trophies.

Top scores in the pistol division were shot by three Reserve airmen of the 9626th ARSq (Air Police), Worcester, Mass. They were: TSgt N. H. Dubrule (856-39); MSgt A. Macewicz (847-23); and MSgt J. E. Sullivan (838-21).

Postal Match was conducted through the mails and some 3,500 targets were sent to Reservists throughout the country with the stipulation that firing be conducted on a military or civilian range. All targets were certified.

The top three small bore men, Maj. Pruden, Capt. Cook and Lt. Hamlin, representing the Air Force Reserve, won top honors in the 1958 National Matches at Camp Perry Ohio.

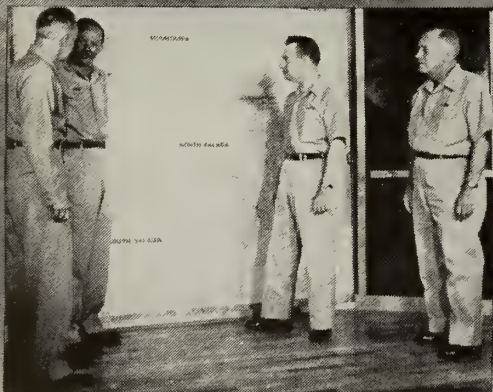
Encampment Tours

Part II and III mobilization assignees who cannot be accommodated by their parent units for two-week summer training may have opportunity to do so with Category A units. Commanders of the Category A units are authorized to approve requests for short tours from mobilization assignees providing a training capability actually exists in the grade and skill of the M-Day assignee. Reservists may submit application on AF Form 1289, "Application for Active Duty Training," through unit and center of assignment to the Category A unit with which they desire to perform tour. For information on Category A units and summer encampment locations see *The Air Reservist*, April 1959 issue. (Ed Note: Openings also exist at CAP encampments)

PINE CONE II proves readiness and capabilities of the Air Reserve Forces to...



Taxi-ing on runway, Missouri ANG jet fighters prepare for "combat."



(l-r) Brig. Gen. Ramsay Potts, Maj. Gen. Henry Viccellio, Brig. Gen. Charles H. DuBois and Brig. Gen. Theodore Kershaw examine battle map area.

by Capt Leonora M. Horton, AFRes

"NORTH SALADA is once again a sovereign nation, freed of its insurgent neighbor countries and the immediate revival of Aggressive subversive elements. . . ." That might have been the news bulletin following the dramatic climax of the hypothetical UN-commissioned United States military forces' assault on the enemies of this mythical country.

With the redeployment of this assault force, the make-believe "brush-fire war"—highly conceivable in the critical world climate of today—was over. It had been performed in deadly earnest during the recent Dark Cloud/Pine Cone II Exercise at Ft. Bragg/Pope AFB from May 23 to June 7.

In the "war," the 82nd Airborne Division of the Strategic Army Command (STRAC) occupied threatened North Salada. Air Reserve units and units of the Tactical Air Command (TAC) were ready in assigned areas to give tactical air support. Then, on D-Day, approximately 15,000 men and 300 aircraft joined in battle—the largest, single, Reserve military training operation since Korea.

Air Force Reserve and Air National Guard units moved up to give close-in support to the Army troops. The Guard flew interdiction sorties, attacking supply lines, bridges, railroads, communication centers, etc.; engaged in flak suppression, low altitude bombing, photo reconnaissance.

Air Force Reserve troop carrier units staged a huge airlift, making heavy-supply drops (a bridge was included); some 6,000 paratroops were dropped behind enemy lines. Clandestine tactics, air-sea rescue, air-to-air refueling were accomplished. Throughout, tactical air support continued.

In this small but powerful and compact strike force were some 1,400

GET

part-time warriors—900 Air Force Reservists, 500 Air Guardsmen—and over 200 Air Reserve Forces aircraft. Their participation is explained and evaluated in terms of readiness, capability and efficiency by Maj. Gen. Henry Viccellio, commander of the 19th Air Force, who headed up the Air Force Command in the exercise:

"One of the principal Air Force objectives in Exercise Dark Cloud/Pine Cone II was to make it possible for staff personnel and aircrews of the Air National Guard and the Air Reserve Troop Carrier forces to receive training in large scale tactical air and airborne operations.

"Participation by the Air Guard and the Air Reserve units was designed to insure the maximum number of wings or squadrons would be represented as it was desired to spread the lessons learned to the greatest possible number of organizations. . . ."

In the final report from Headquarters ARALAF (Air Reserve Airlift Air Force), the military assistance action in the war games—consisting of three phases—is described:

"Phase I, May 23 to May 26: ARALAF transports operating from Pope AFB, N. C., conducted a parachute and airdropped assault on the MacKall Area of Operations. 1,398 personnel and 927.8 tons of equipment were delivered to the objective area. ARALAF forces consisted of 33 C-123 and 14 C-130 aircraft, flying a total of 189 sorties.

"Phase II, May 27 to June 1: During this phase, ARALAF forces augmented by MATS conducted the deployment of four Airborne Battle Groups from Pope AFB to dispersal/departure bases located at Seymour Johnson AFB, North AF Auxiliary Airfield and Donaldson AFB. A total of 3,491.5 tons of personnel and equipment were outloaded; included in this total tonnage were 6,159 personnel. ARALAF forces consisted of 34 C-123 and 17 C-130 aircraft, flying 233 sorties. An additional 109

ties were flown by MATS C-124s.

"Phase III, June 1 to June 7: Main assault operations were delayed 24 hours for D-1 and 48 hours for D-Day due to poor weather. Operations started at dusk on June 3 with small parachute units dropped on small drop zones surrounding the airhead and with the deployment of Combat Control Teams (CCT) and Army Assault Teams (AAT). Paratroop elements of the main force began entering the airhead shortly after midnight on June 5 followed during daylight by heavy drops and airlanded serials. D plus 1 started at dawn June 6 and continued until darkness and the end of the problem. During this phase ARALAF units consisting of 25 C-119s, 39 C-123s and 16 C-130s, delivered 6,039 personnel and 2,694 tons of equipment into the airhead."

In this third and final phase, shortened because of poor weather, the Air Reserve Forces' participation included elements of all 15 Troop Carrier Wings of ConAC flying C-119s and C-123s, supported by the six Reserve aerial port squadrons, and half of the total number of Fighter Wings of the Air National Guard, augmented by crews of several additional squadrons, flying F-84s, RF-84s and SA-16s.

Preliminary figures available for the final days of Phase I indicate AFR total of 131 C-119s flew 363 sorties (116 rehearsal runs). On D-Day, 125 C-119s dropped 1,055,059 pounds, 2,740 personnel; airlanded 220,710 pounds, 134 personnel. Total D-Day flying time: 825 hours. The 6 C-123s, in 18 sorties (6 rehearsals) airlanded 103,500

when weather conditions required change of plan and action. Critiques and evaluation on performance of AFR and ANG citizen-airmen have already come through—High!

Evaluation of the mission, from the final report received from Hq ARALAF, headed up by Brig. Gen. Ramsay D. Potts, commander of the 459th TCW at Andrews AFB, Md.: "From observation and evaluation of benefits received versus money expended, it is felt that knowledge and experience gained by active and Reserve personnel justify continuation of such exercises in the future."

From the standpoint of economy and value of training received: "... ConAC forces gained considerable both in flying training and in command and staff experience. ..."

With respect to communication and electronics: "The communications effort in this exercise has been unique in the remarkable success with which the two services have coordinated. The absolutely complete lack of systems duplication . . . is mentioned because of its impact on the economy of the communications operation. No deliberate attempts have been made to appraise the actual cost savings, but it is known to be many thousands of dollars in the FM link alone. Even had this cost reduction not been affected, the training received was still more than had been anticipated. This is largely due to the adverse weather which arrived coincidentally with the communications systems installation phase at Ft. Bragg. ..."

Pertinent to intelligence officers: "... much was learned

ON TARGET



pounds, 349 personnel (in last 2 days). D-Day plus 1: C-119s dropped 730,035 pounds, 168 personnel, racking up 330 hours flying time. There were no aborts, time over target was almost perfect in every case, and score was 100 percent in the drop zone, except for one serial with a 99. The Air National Guard's TAC and REC wing elements of 7 F-84s and RF-84s flew some 698 sorties in 894 hours; 5 SA-16s flew 69 sorties over a period of 406 hours.

Highlights of the mission: No aircraft accidents, greater number of scheduled missions were flown, everything was delivered as scheduled, and great flexibility was evidenced



An Air Force Reservist crewman supervises the loading of cargo aboard an Air Force Reserve plane. The cargo will be parachuted to troops in battle zone.

in Troop Carrier Operation. Intelligence Officers assigned to Provisional Wings did receive valuable training in specialized intelligence. ..."

Evaluation of ANG performance has been made in a statement from Brig. Gen. Charles H. DuBois, who commands the 131st ANG Tactical Fighter Wing and who headed up the ANG Tactical Air Force in the Exercise: "... Realistic training was received by actual close support and interdiction missions in support of the ground troops during the Exercise. Gunnery ranges were utilized to provide actual training in aerial gunnery and also in ground gunnery.

"The Air National Guard Tactical Air Force accomplished all desired mission requirements despite the cancellation of the third phase of the Exercise. The weather conditions during Phase III was most unfortunate; however, our training program was nearly complete by that time and the early termination of the exercise was not a serious factor.

"It was most gratifying to observe Air Force Reserve personnel and Air Guardsmen from 21 states working so well as a team. This is the first big effort by the Air Guard in a maneuver of this sort and it was a tremendous success in all respects."

In the opinion of Maj. Gen. Viccellio, "... Throughout the exercises, commanders, staff personnel, aircrews, and ground crewmen of both the Air Reserve and Air Guard forces demonstrated a very high degree of training and combat readiness."

see PINE CONE II page 14

RESERVE CREWMEN DECORATED—During ceremonies on May 13 at Mitchel AFB, N. Y., seven crewmembers of the 302d TCW, Clinton County AFB, Ohio, were awarded the Air Medal for heroism and outstanding airmanship in saving a paratrooper's life. The rescue took place aboard a C-119 on August 18, 1958, when the unit was ferrying elements of the 101st Airborne Division and the paratrooper became entangled in his static line. Decorated were: Maj. R. M. Griswold, pilot; Capt. J. H. Simpson, co-pilot; Capt. R. E. Wilson, acft cmdr; Capt. R. F. Dakes, flight surgeon; 1st Lt. R. B. Merschon, navigator; SSgt C. E. Vanlandingham, flight engineer; and A/3C F. L. LeMay, crew chief.

CALIFORNIA AIR GUARDSMEN HONORED—The American Spirit Honor Medal and the California State Commendation Ribbon were presented to two airmen of the 162d Tactical Control Group, Van Nuys, California ANG. Recipients were A/2C Stuart A. Brody and A/3C Phillip J. Newman. The American Spirit Medal is awarded to the outstanding airman of each basic training period during the summer months at Lackland AFB, Texas. Selections are made from 140 candidates and the medal is rarely awarded to two airmen from the same state.

SUPER AF RESERVE PROMOTION—Maj. John J. Nemeth, AFRes (9626th ARSq, Gary, Ind.), a super-market owner in Hammond, Ind., sponsored a "Jet Age" sales promotion in his store recently. With an assist from the 2661st AResC, South Bend, local CAP squadrons, and Hammond's Mayor Edward Dowling, Nemeth put on an Air Force Reserve recruiting display. Purchasing 1,000 model aircraft kits, he distributed them free to kids from age "6 to 60" and later hung the finished planes from every available spot in his store. The campaign was wrapped up with a contest to judge the best planes, the winners receiving a trip to Bunker Hill AFB, Ind., for a day at the base.

WAR TRAINING ROOM—Keeping up with the latest developments in civilian and military aviation poses no problem for Fort Worth, Texas Air Force Reservists. The 2693d AResC boasts a new War Training Room equipped with displays, technical data, publications and a 35-mm slide projector and screen set. In addition a bulletin board features a "weapon of the month" and a monthly series of missile films are shown prior to scheduled classes on each training night. Plans for the future call for a series on the missions of the major Air Force commands. The War Training Room idea has been so well received that traveling exhibits are being developed for the Center's remote units in Texarkana, Paris, and Wichita Falls.

SWIFT LIFT CHALLENGE—Miami, Florida's 435th TCW has thrown its hat into the ring with the claim it's "the flyingest outfit" in the Air Force Reserve. Its Headquarters and 76th TC squadrons racked up a total of 230,563 flying hours as of March 31. Twenty-five pilots from Hq Sq average 4699.24 hours each and 34 from the 76th TCSq claim an average of 3325.94 flying hours each. Total Swift Lift mileage for the 76th is 304,310; passenger miles, 963,953 and total ton miles 484,626. On May 8, the 78th TCSq was activated at Bates Field, Mobile, Alabama, for assignment to the 435th TCW and will help the wing to swell its Swift Lift record. In the meanwhile, any challengers?



SHORTHOPS: Awards—Soldier's Medal to SSgt Glenn H. McGee, unit advisor of 9908th ARSq, Albany, Ga., for saving life of a young accident victim . . . Of 134 persons selected for OCS in June '59 class SSgt Gerald Hillman of the 635th USAF Hospital (Res) unit, 2610th AResC, NY, is the only Air Force Reservist. In the same unit is A/1C Louis A. Matteo, who has been selected as outstanding Air Force Reserve Airman in 47 Air Reserve units under the 2490th ARTWg, Mitchel AFB, NY. Matteo is a member of the NYC fire department . . . 10AF quarterly awards to the outstanding wing and center for mission performance for the first '59 quarter went to the 2481st ARTWg and the 2655 AResC . . . 1st Lt. Joseph J. Morano, 9243d ARSq, Pittsfield, Mass., received AF Commendation Medal for meritorious service while on active duty with 19AF . . . Col. Richard D. Mudd and A/3C Thomas B. Mudd are the only father and son team in the 403d TCW, Selfridge AFB, Mich. Father is medical chief of the wing; son is newly assigned communications specialist . . . Lt. Col. Starr Smith Montgomery, Ala. AF Reservist awarded the AF Commendation Medal for meritorious achievement. Assigned as public relations consultant to the AFROTC Commandant, his award is in recognition of recent specific newspaper articles, TV-radio appearances and speeches after a trip last fall to AF bases in Europe.

Air Guard:—Capt. Phillip De Gregory, senior director with Colorado ANG's 24-hour operational GCI station, was awarded the "We Point With Pride" plaque last month by ADC. Award, presented by Hon. Stephen L. R. McNichols, Gov. of Colo., was based on recent save made by De Gregory of an F-86D . . . Connecticut ANG has named MSgt Albert M. Axelrod, education tech for the 103 Tac Fighter Gp., "Airman of the Year." . . . 2nd Lt. Alvind D. Hanner, 205th Comm Sq, Oklahoma ANG, is new graduate of the AF Electronics School at Keesler AFB, Miss., with highest course average ever recorded—98.8 percent! . . . Chief of staff, Col. J. Kemp McLaughlin presented specially decorated cake to 130th TCSq (Med) W. Va. ANG, upon completion of 10,000 accident-free hours.

CAP:—Among the first class of the Air Force Academy, totaling 205 graduates, are 28 former CAP cadets. There are at least 91 more ex-CAP members at the Academy. **Miscellany:**—Off to Rio on July 7 are 1st Lt. "Tad" Dejewski, NYC AF Reservist, winner of recent AF Reserve Insignia Contest, and wife Sonja. Ten-day all-expense-paid trip was 1st prize.



Air Force Point of View

Viewpoints on policies affecting the Air Force and national defense. As key members of the Nation's aerospace arm, it is vitally important that all Air Reservists keep informed on current Air Force thinking.

On The Million Pound Rocket . . .

The Air Force has been sponsoring research and development in liquid rocket engines since 1942. In 1954 it began applied research on a 300,000 to 400,000 pound thrust engine. In 1955 the Air Force completed the preliminary design of an engine to produce approximately a million pounds of thrust.

About a year ago the Air Force let a contract for the initial phases of development for the million pound rocket. Now under National Aeronautics and Space Administration, the program has progressed rapidly.

A successful firing of a single thrust chamber producing more than one million pounds of thrust was completed in March 1959—a significant step forward on the part of both industry and the Air Force.

On The Defense Budget . . .

About one-third of the nation's overall defense budget has served to provide the great proportion of the nation's general war deterrent posture, according to Air Force Chief of Staff, General Thomas D. White.

More than 90 percent of this country's primary general war deterrent is contained in the Air Force's Strategic Air Command and in its tactical air forces at home and abroad, says General White. Over the last ten years, these forces have been procured, maintained and trained for slightly over 20 percent of the Department of Defense budget.

Also, says General White, approximately 75 percent of the capital outlay for the facilities and equipment currently devoted to the air defense effort of this country has been purchased with funds allocated to the Air Force at a cost of less than 10 percent of the annual Department of Defense budget over the last ten years.

The Air Force's limited war capability is contained within its general war forces. In addition to the Air Force contribution to the overall defense effort are the forces of the Army, Navy, and Marine Corps—all four Services working as members of an interdependent team.

On Deterrence . . .

Secretary of the Air Force James H. Douglas, in his remarks before the Air War College recently, declared: "... Communism seeks to dominate the world. Our interest is peace and freedom, but, little as we may like it, our best assurance of peace is military power. Our strategy and that of our allies is one of deterrence. This is not new. It is a national reaction to the expansive threat of the Soviet Union, to the development of nuclear weapons, and long-range delivery systems. In implementing this policy, we must never lose sight of the fact that if we cannot avoid a war, we must emerge from it stronger than our adversary. Our purpose is to make it clear

to the world that aggression against us or any ally can not profit the aggressor. For this purpose we must have two things: First, adequate military force in being; and second resolution to use it against aggression. And we must convince potential aggressors of both the force and the resolution. For an enemy's recognition of the strength of our forces and the firmness of our intention is even more important in determining our power of deterrence than is mere size of our forces."

On Time For Survival . . .

We in the Department of Defense consider that air and space form a single continuous operational field, called aerospace. For instance, from a military standpoint, we cannot stop defending the U. S. at an altitude level of 125,000 feet. We accept the need for superiority of our weapon systems and military forces at any level above the Earth's surface if this nation and the free world are to survive.



But in the Aerospace Age, military forces are not enough. We must also maintain predominance in our laboratory research and in our industrial know-how if we are to possess a true deterrent force.

Out of our research and development effort, we must continue to provide the most effective offensive weapon systems in the world. As we learn from X-15 research vehicles, new systems like Dyna-Soar will be developed to perform their missions far out in the aerospace environment.

Simultaneous with the development of the deterrent force, we must design and develop the most effective defense weapon systems possible.

But even these are not sufficient to provide active deterrent force. Offensive and defensive systems in the Aerospace Age require complex supporting systems. Early warning detection, tracking, communications and control systems, as well as logistics carriers and training equipment, must also be provided the aerospace force.

In today's race for survival, it is not sufficient only to have the best capability; we must also be the first to have the best. Thus, *time* has become an element of survival.—Major General M. C. Demlar, Director of Research & Development, DCS/D Hq USAF.

Reserve Forces Seminar

The Air Force Chief of Staff's Annual Reserve Forces Seminar will be held at the Pentagon on September 24-25, and will highlight Air Force Reserve and Air National Guard programs. Quotas for 125 ConAC and 40 major command Air Force Reservists, and 60 Air Guardsmen, have been established for attendance at the Seminar. Hq. USAF will issue invitational orders not later than August 1 to those individuals nominated and selected by the numbered air forces and major commands.

The agenda for the two-day seminar will consist of several important briefings designed to promote greater understanding of Air Force objectives, plans and programs among members of the Air Reserve Forces. The Department of State will give a briefing on the *International Situation*. This will be followed by an Air Force *Intelligence Briefing* and a discussion of *Air Force Objectives and Future Roles. Research and Development in Support of Air Force Objectives* and a briefing on *The Air Force in Being, Personnel Support, Logistic Support, and Fiscal Support* of Air Force objectives will wind up the program for the first day.

The second day will feature discussions on *The Roles and Significance of the Air Reserve Forces; The Air National Guard; The Air Force Reserve; ConAC, the Reserve Forces Command; and the Mission Readiness of the Air Reserve Forces*.

General Thomas D. White, Air Force chief of staff, and key air staff officers will address the seminar.

Rated Officers' Review

Rated officers in Category "A" Air Force Reserve and Air National Guard units should not be too concerned about the Reserve Forces Flight Status Selection System, if they have maintained a normal progression of flying activity. While a number of rated officers will have a records review before the RFFSS board as a mandatory requirement it does not mean that removal from flight status is necessarily imminent. These officers are in categories which are subject to mandatory review and many factors are involved to determine their fitness to continue with flying duties.

Selection at command level began by examining the rated qualification of the following using an "as of" date of 31 Dec 1958: all pilots 35 years of age and over who do not have a senior pilot rating; all pilots and senior pilots 43 years of age and over who do not have a command pilot rating; all navigators and aircraft observers 35 years of age and over who do not have their respective senior ratings; and all navigators and aircraft observers 43 years of age and over who have not accrued 3,000 hours of creditable flying.

If a rated officer has logged at least 100 hours jet flying time, or been assigned to primary mobilization duties as an aircrew member for a period of at least six months immediately prior to Dec 31, 1958, and the performance of such duty has been satisfactory, the major commander concerned may waive reporting of the individual to the board. Rated officers participating in non-active duty flying programs will be reviewed when it is demonstrated their progress toward acquiring flying experience is not commensurate with their number of years rated service. More specifically, those rated officers who have sufficient years of rated service to be eligible for an advanced aeronautical rating but do not possess the additional prerequisites for such ratings will be particularly concerned. In addition, a review will be made of rated officers who have already acquired advanced aeronautical

COMING EVENTS

JULY

CAP International Air Cadet Exchange, 20 July-14 August.

CAP National Drill Competition, Rockefeller Plaza, NYC, July 29.

AUGUST

American Legion Convention, Minneapolis/St. Paul, Minn., Aug 24-27.

SEPTEMBER

AFA Nat'l Convention, Miami Beach, Fla., Sept 3-6.

1st AF Academy Liaison Officers Training Conference, Colorado Springs, Col., Sept 14-15.

Second Annual Chief of Staff's Reserve Forces Seminar, Pentagon, Sept. 24-25.

OCTOBER

81st General Conference, National Guard Association, San Antonio, Texas, Oct 5-8.

ratings but who have not exhibited interest in the maintenance of the highest attainable professional qualifications consistent with the available opportunities offered by their respective flying programs.

Action by the major command flying evaluation board is not a cut and dried review confined to generalized deficiencies of the individual. Some of the carefully considered factors include the individual's importance to the mobilization mission of the unit, his personal background, attitudes, age, physical condition, effectiveness reports, flying activity, interest and attitude toward flying, and overall effectiveness as a rated officer.

A review of an individual's records by one of these boards does not mean he will necessarily be removed from flying status. Removal from flying status will be effected only when it is determined there is no valid requirement for retention. In this determination the Board will carefully consider all factors relating to the officer's ability to effectively contribute to the present and future needs of the Air Force recognizing that retention on flying status is primarily based on ability, qualification and potential.

Swift Lift Anniversary

The second anniversary of Operation *Swift Lift*—the biggest airlift undertaken by the Air Force Reserve—was noted in April. *Swift Lift* has been in continuous operation since April 1957. In two years of flying around the clock, Air Reservists have been fulfilling a ferrying mission for the U. S. Air Force, transporting military personnel and cargo for the Ninth and Twelfth Air Forces, hauling aircraft engines for Air Material Command and providing airlift for other major AF commands.

Currently utilizing about 40 aircraft, as of March 31, some 1,797 *Swift Lift* missions have been completed and 33,639 passengers have been flown—more than 15 times the passenger capacity of the Queen Elizabeth, one of the world's largest ocean liners. In addition, 15,184,851 cargo pounds were airlifted, 9,999,271 ton miles flown and 33,039,784 passenger miles travelled—almost 140 times the mean distance to the moon. Air Reservists have logged 38,356 flying hours on these missions.

June 3, 1959 was a milestone in Air Force history when 205 cadets of the 1959 class were the first to be graduated in colorful ceremonies at the U.S. Air Force Academy, Colorado Springs, Colorado. It was a proud moment for everyone concerned because for the first time young Regular officers will have had the Air Force hallmark stamped indelibly from start to finish.

When the Air Academy opened the doors to its first class at Lowry Air Force Base, Denver, Colorado, on July 1, 1955, about 300 cadets—chosen from 6,489 applicants—constituted the entire enrollment. The quota for the Class of 1963 is now 750 vacancies. In 1962 the cadet wing will reach its full authorized strength of more than 2,500, the same as at West Point.

AF Reserve "Alumni"

Until June week and its first graduating class, the Academy could not boast so much as a single alumnus. In fact it will be a few years before it can build an effective alumni association. Fortunately, the Air Force Reserve has been filling this gap with more than 500 of its non-active duty officers assisting in the Air Academy Liaison Officer program by acting in the capacity of an alumni association.

Prior to the time the Air Force Reserve arrived on the scene, the Academy had established the Candidate Advisory Service which was responsible for informing young men throughout the country of the educational opportunities available at the Air Force Academy. With only six assigned officers, the department could reach but a small portion of eligible applicants through public appearances at educational conventions, state fairs, high school-college-career-days, on radio and television, and through news media. Personal contact and counseling was almost impossible.

A means had to be found to develop a network of Academy representatives on a nation-wide basis. After considerable study, the Academy decided that Air Force Reservists on inactive duty seemed to fit the bill in every way. Among them were business and professional people, men who were influential in their communities, affiliated with news media, advertising, sales and public relations. In addition to this, they were dedicated to the United States Air Force.

During the fall of 1957, the idea was presented to Hq, USAF and ConAC. Both commands were enthusiastic about the proposed program. As a result the Air Force Academy

Liaison Officer program was developed to enable inactive Air Reservists to perform valuable duty as official Academy representatives in their respective areas.

Immediately upon being appointed, an Academy Liaison Officer is asked to identify himself to local newspapers and other media in order to publicize the service he can render to the community. He is available for public appearances before school assemblies, college night meetings, civic and youth groups, radio and television interviews. And most important, the Liaison Officer is immediately available to counsel personally the young men in his area.

The Academy's Candidate Advisory Service maintains direct, personal contact with its Liaison Officers, and provides them with the necessary materials to inform and counsel interested young men. A continuous flow of literature, films and other aids are made available to these officers.

Motivating the most outstanding young men in his community is the Liaison Officer's greatest undertaking. Every major college and university is looking for exactly the same type of applicant. Competition is intense. Alumni associations, admissions departments and traveling representatives from other schools, many with scholarship and special inducements to offer, are continually searching for youths who rank high in academic achievement, leadership potential, character and physical qualifications.

It should be pointed out that Liaison Officers do not try to sell young men on the Academy. Such an approach is not appropriate to an institution which must educate young men with a deep desire for an Air Force career and service to their country. The Liaison Officer's responsibility is to furnish accurate, timely information and counsel to the potential candidate to enable him to make up his own mind.

Another important part of the Liaison Officer's job is to contact the U.S. Senators and Representatives in his state and advise them that he is available to aid them in obtaining applicants for nomination. The Academy has received many favorable comments about the Liaison Officers from senators and congressmen.

The Academy Liaison Officers have done an outstanding job in meeting competition. As proof of their efforts, the number of nominations received by the Academy for the class entering in July 1959 was the largest since the Academy opened—6,724 nominations.

see ACADEMY page 14

Air Force Reserve officers form the core of the...

AF Academy's Tailor Made Alumni



Air Rescue Squadrons

The Air Force Reserve's five air rescue squadrons will convert to the Air Reserve Technician Program beginning in October 1959. The affected squadrons are the 301st, Miami IAP, Fla.; 302d, Williams AFB, Ariz.; 303d, Long Beach MAP, Calif.; 304th, Portland MAP, Ore., and the 305th, Selfridge AFB, Mich.

Since no personnel spaces for the change are being allocated by Hq. USAF, the required civilian positions will be obtained from other ConAC units to meet ART requirements for these squadrons. It is anticipated that the reorganized units will be fully operational by June of 1960.

■ ACADEMY from page 13

The increase came largely from members of Congress who nominate 85 percent of Academy candidates. The Liaison Officers concentrated on insuring that senators and representatives received the maximum number of qualified applicants from which to choose their nominees.

Commenting on the greatly increased quantity and quality of the Academy nominees, Maj. Gen. James E. Briggs, superintendent of the Academy, in a recent letter to Lt. Gen. William E. Hall, ConAC commander, said: There is no question that the Academy Liaison Officers of the USAF Reserve have been largely responsible for this remarkable achievement. . . . Please convey the sincere appreciation of the Air Force Academy to these liaison officers and the Reserve center commanders who selected and supported them in their work in behalf of the Academy. These officers have rendered a significant service to their country."

Liaison Openings

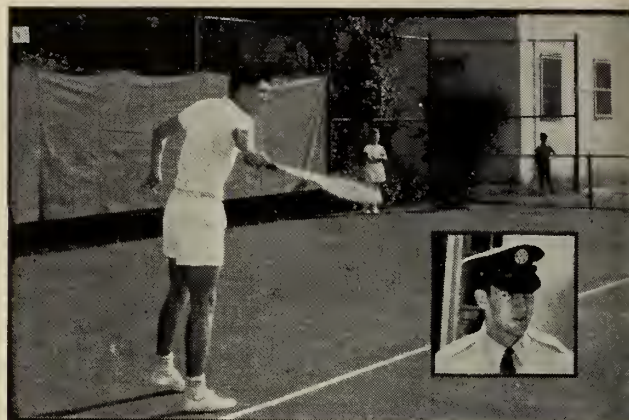
Air Reservists desiring duty as official Academy Liaison Officers may make application through their respective Reserve Center commanders under provisions of ConAC Regulation 45-8. Those Reservists who do not have a Center affiliation may submit theirs through the nearest Center in their areas.

A limited number of Air National Guard officers and active duty officers assigned to AFROTC detachments have also been appointed as Liaison Officers since the program began. Altogether, the Academy has some 700 spokesmen working under direct supervision of the Candidate Advisory Service. However, there are still many areas in the United States which do not have adequate Academy representation. The Academy's Candidate Advisory Service hopes to expand the number to approximately 1,500 officers within the next year. Interested Reservists should make application now.

Directing the Liaison Officer program from the Academy is Major Hal J. Basham, who is Director of the Candidate Advisory Service. Many Reservists worked with Basham from 1953 to 1957 when he was Director of Information Services at CAP Headquarters. Deputy Director of the Candidate Advisory Service is Major Lewis T. Johnson, formerly ISO at the Air University.

Through the intensive efforts of the Liaison Officers, the Air Force Academy may look forward to continued success in obtaining outstanding candidates to fill cadet vacancies. These Air Reservists can confidently expect to see some of the young men they were instrumental in sending to the Academy become outstanding Air Force commanders.

(Ed Note: In the class entering the Academy July 1, 1960, 23 berths have been set aside for members of Reserve components. Applications should be made before July 31, 1959, through unit commanders.)



Selected to play at Wimbledon, A/3C Barry MacKay, US's third ranking tennis player and Davis Cup star primes for AF tournament at Keesler AFB this month, and inter-service meet at Quantica, Va. in August. MacKay is now serving his six-month active duty tour at Mitchel AFB, N.Y.

■ TOGETHERNESS from page 5

The Air Force has been able to reciprocate through Air Force Reservists who have been giving CAP invaluable assistance in administration and training during Civil Air Patrol summer encampments at Air Force bases.

It is apparent that mutual benefits will be derived from any degree of collaboration between the two organizations. Specifically, individual Air Force Reservists engaged in CAP activities may receive compensation in the form of credit toward retention and retirement for their valuable service. For instance, a non-affiliated Air Reservist (NARS) may be authorized to participate with CAP for point credit. To participate in these activities NARS personnel should submit a letter of application for duty to the CAP unit commander. The letter is then forwarded through appropriate channels to the Air Reserve Records Center.

Ready Reservists may participate with CAP on an informal basis. The CAP unit commander may request the services of a Reservist by submitting a letter directly to the individual's commander who may approve the request.

■ PINE CONE II from page 9

Personal evaluation of Brig. Gen. Ramsay Potts seemed to sum up the quality of the citizen-airmen's participation.

"The excellent Air Reserve performance in Dark Cloud/Pine Cone II is positive factual proof of Reserve readiness and capability to function efficiently in a brush-fire war."

"Inclement weather, usually a combat liability, was an asset in this case . . . for it revealed Reserve adaptability under realistic and ever-changing combat conditions."

"Primary objective of any Reserve mission is to GET ON TARGET. Our Air Force Reserve troop carrier wing achieved this objective in Dark Cloud/Pine Cone II."

(Participating in the massive games were elements of the Air Force Reserve and Air National Guard. The Air Force Reserve contributed C-119s from the following troop carrier wings: 94th, 302d, 349th, 403d, 433d, 434th, 435th, 440th, 442d, 445th, 446th, 452th, 459th, 512th and 514th. Supporting troop carrier operations were the 11th, 14th, 15th, 16th, 17th and 18th Aerial Port Squadrons. The Air National Guard supplied SA-16 aircraft from the 129th, 130th, 135th, and 143d TCSqs; F84-Fs from the 108th, 121st, 122d and 131 Tactical Fighter Wings; and RF-84Fs from the 117th and 118th Tactical Reconnaissance Wings.)

ROPA Changes: Recent ROPA hearings before a House Armed Services subcommittee (headed by Rep. L. Mendel Rivers, D., S.C.) show favorable consideration to many ROPA amendments which the Administration cut out of the DOD proposal.

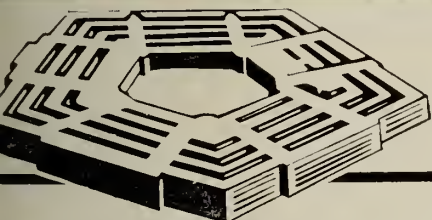
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Short Tours At Air University: The AF Research Studies Institute of the Air University can utilize Reservists for short tours of duty at any time through the year, preferably one officer at a time. Reservists should possess broad experience in the publishing field with special or particular qualifications and experience as managing editors, circulation managers or advertising managers. Applications to be made through Air Reserve Centers with a career brief attached. The brief should give sufficient detail to allow evaluation of the individual's qualifications.

Commissions For Reserve Airmen: In an annual program designed to recognize outstanding non-active duty Reserve airmen, direct Reserve commissions (2d Lt thru Captain) were given to 75 more applicants. The former airmen—varying from A/2C thru MSgt—included TSgt Hawthorne C. Evans, Jr., of Morristown, Tenn. (to 1st Lt.) just selected as the nation's Outstanding Reserve Airman of the Year (see photo page 4).

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Hazard Pay Limited: Members of the AFR and ANG who occupy Ready Reserve positions are eligible for hazard-incentive pay during periods of active or inactive duty training. However, Hq USAF has specified that hazardous assignments for these personnel are to be limited to those involving frequent and regular flying. As a result, competent hazardous duty orders for other than flying duty will not be issued.



Pentagraphs

Air Guard Notes: As the magazine went to press no successor has been named to Maj. Gen. Edgar C. Erickson, chief of the National Guard Bureau, who retired on May 31. Gen. Erickson wrapped up more than 45 years' service as a National Guardsman and for the past six years headed up the Guard forces consisting of 390,000 ARNG and 70,000 ANG . . . Maj. Gen. Winston P. Wilson was named recently to his second four-year tour of duty as deputy chief of the National Guard Bureau . . . The Adjutant General of Alaska has announced vacancies at Kulis Air National Guard Base, Anchorage, Alaska for an operations officer, aircraft maintenance officer and an accounting supervisor. Personnel interested in employment should contact the Adjutant General, State of Alaska, PO Box 2421, Juneau, Alaska.

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Staff Development Course: Air Force Reserve officers will have opportunity to be read into the *big picture* of the aerospace age when classes in the Staff Development Course start at Air Reserve Centers, Sept 1. Purpose of the course is to develop effective executive talent for coordinating and administering the vast military organization in relation to its components. Scope of the course will involve top policy making and will be open to all Reserve officers. Center commanders will select officers for the course based on local needs. Course is identified as 45-0004.

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CAP Encampments: Forty AF bases throughout the nation, Hawaii, and Puerto Rico, will host more than 11,000 Civil Air Patrol cadets—male and female—in this summer's 49 Wing encampments. Another 1,000 CAP senior members—in addition to AF Reserve officers on annual short tours—will comprise administrative and instructor staffs. ConAC bases providing encampment facilities include Bakalar AFB, Ind. (21-30 June); Clinton County AFB, Ohio (21 June-3 July); Grenier AFB, N. H. (22 June-3 July; 6-17 July); and Mitchel AFB, N. Y. (5-18 July).

National Resources Conferences: The Industrial College of the Armed Forces will conduct its National Resources Conference Courses during 1959-60 academic years with the following schedule: Butte, Mont., Oct 5-16; Manchester, N.H., Oct 19-30; Dallas, Texas, Nov 2-13; Eugene, Oreg., Nov 9-20; Madison, Wisc., Jan 4-15; Bakersfield, Calif., Jan 18-29; Greenville, S.C., Feb 1-12; Lake Charles, La., Feb 15-26; Little Rock, Ark., Feb 29-Mar 11; Fargo, N.D., Mar 14-25; Decatur, Ill., Mar 28-Apr 8; Reno, Nev., Apr 11-22; Lansing, Mich., May 2-13; and New York, N.Y., May 2-13. Interested and qualified AFR and ANG officers should contact units of assignment.

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Contingency Option Act: HR 2966, currently before the House, would reopen for all military a chance to elect a portion of retired pay withheld under the Contingency Option Act. HR 2966 would permit a serviceman to come under the program *at any time* provided he continued in service for two years after election was made; a similar two-year period would also be allowed for modification of previous election. Department of Defense, however, is now preparing a legislative program item for submission to Congress which, while not identical to HR 2966, will have the effect of permitting people with more than 18 years of service to enter the program under certain conditions. Favorable consideration is anticipated.

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Miscellany: It's official! The "battle jacket" or "Ike" jacket may still be worn—that is until May 31, 1964 . . . 143 non-regular officers selected for ROPA promotion to colonel effective July 1. Included are both active and non-active duty officers. ConAC will issue the orders on non-EAD personnel. . . . Tentative plans call for 1959 USAF Worldwide ISO Conference to be held in conjunction with the 9215th Air Reserve Squadron's Annual ISO Seminar scheduled for New York City, Nov. 3-6.

DEPARTMENT OF THE AIR FORCE
THE AIR RESERVIST
AIR RESERVE RECORDS CENTER
DENVER 5, COLORADO
OFFICIAL BUSINESS

DEPARTMENT OF THE AIR FORCE
POSTAGE AND FEES PAID

USAF Periodical 30-1
No. 30H 6-59: 402, 273



23.7405
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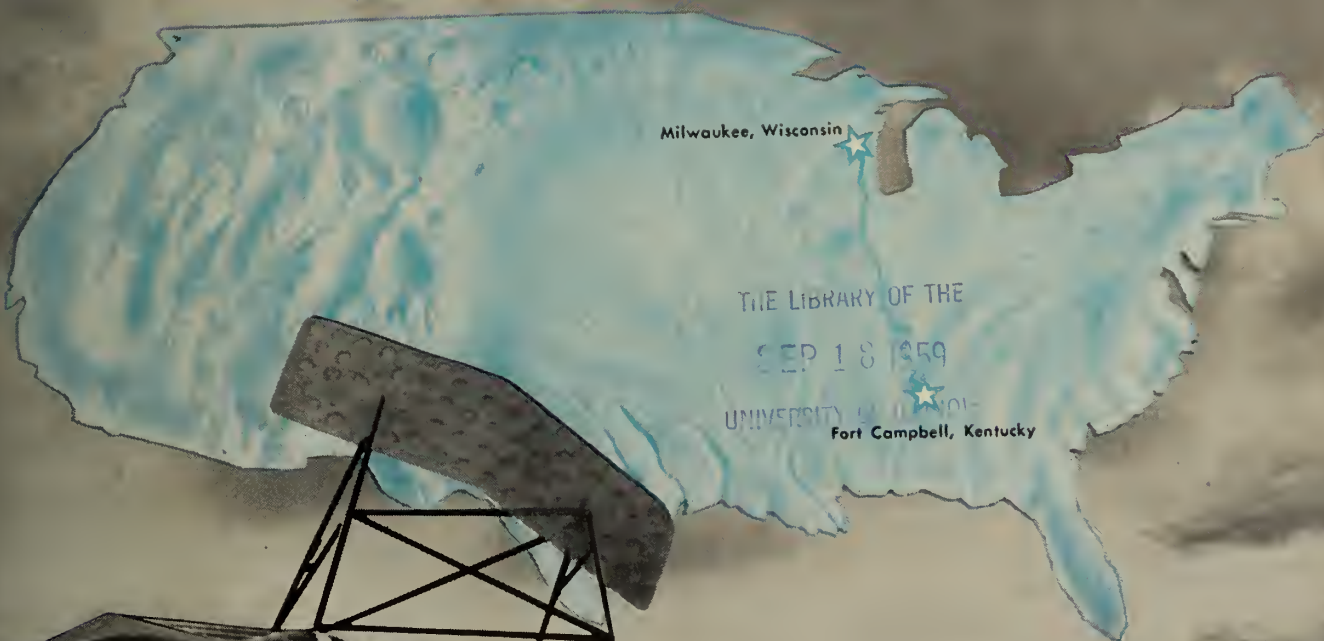
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THE AIR

Reservist



AUGUST 1959



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ANG's SOLID WALL of RADAR



Q. I am presently a Ready Reservist, attending specialized training. However, due to the demands of my present position, I find it extremely difficult to attend the required meetings. Therefore, I desire to know whether or not it would be possible for me to revert to NARS, and through correspondence courses, achieve thirty-five points, together with the fifteen gratuitous points, obtain a satisfactory year for both promotion under ROPA and retirement purposes.

A. Yes. Many Reservists gain points for retirement this way. The completed hours of course material should be forwarded to the Institute prior to the anniversary date of retention in active status.

Q. I am a 59 year old Reserve officer serving on active duty in the grade of MSgt. If I remain on active duty after I have reached age 60 will the additional service increase the amount of retired pay if I retire under Section 1331, Title 10, United States Code?

see MAIL BAG page 5

THE AIR Reservist

VOL. XI—NO. 7 AUGUST 1959

AIR FORCE RESERVE AIR NATIONAL GUARD
CIVIL AIR PATROL

Lt. Gen. William E. Hall
Commander, Continental Air Command

Col. Blake C. Miller
Chief, Office of Info. Svs., CONAC

EDITOR

Lt. Col. Joseph H. Friedmann

ASSOCIATE EDITOR

Fred E. Giachino

STAFF WRITER:

Earl E. Lane

The Air Reservist is an official publication of Continental Air Command approved by the Secretary of the Air Force, in accordance with Public Law 476, Section 259, 82nd Congress. This law directs the dissemination of complete and up-to-date information of interest to the Air Reserve Forces.

Editorial Office: The AIR RESERVIST
OIS, Hq CONAC, Mitchel AFB, NY

The Material contained in The Air Reservist is listed in the Air University Periodical Index. Use of funds for printing this publication has been approved by the Secretary of the Air Force and the Director of the Bureau of the Budget 23 July 1958.

Gen. White on Pine Cone II

(Following extracts are from separate letters written by AF Chief of Staff Gen. Thomas D. White to the CONAC commander and to the Chief, AF Division, NGB.)

To Lt. Gen. Hall—"... The precision with which the Reservists carried out their mission side by side with their active establishment counterpart comes as no surprise to me. It is gratifying, however, that the excellent performance of the Air Reserve Forces in this exercise confirms the fact that they are members of our first team. "I consider that the smooth overall operation of Brig. Gen. Ramsey Potts' provisional airlift Air Force and the fine performance of the Air Force Reservists is indicative of the quality of Continental Air Command training program and reflects great credit upon the Air Force..."

To Maj. Gen. Wilson—"... The fine performance of the Air National Guard in the tactical air portion of Exercise Dark Cloud/Pine Cone II was most commendable. In view of the fact that adverse weather hampered tactical reconnaissance and tactical fighter operations during the final phase of the exercise, the Air Guard's record of effective missions is splendid.

"The well-coordinated operation of active Air Force and Air National Guard units under Brig. Gen. Charles DuBois' provisional tactical air force is further evidence that the Air Reserve Forces deserve their status as members of the first team..."

CONAC Command Changes

Maj. Gen. Chester E. McCarty assumes command of Fourteenth Air Force, Robins AFB, Ga., on October 20. He succeeds Maj. Gen. John W. Persons, recently retired. Gen. McCarty began his military career as a private in the Oregon National Guard and was commissioned 2nd Lt. in the Ordnance Reserve in 1926. He was called to active duty as a captain in the Army Air Corps in June 1952. During WWII, he served in North Africa with the Air Transport Command. After a postwar tour in Washington, D.C., he returned to civilian life with Reserve duties as commander of the 305th Air Division and later the 403d ICW, both at Portland, Oregon. Recalled to active duty during the Korean Conflict, he distinguished himself as commander of the Korean Airlift. In 1954, he took command of the 18AF, Donaldson AFB, S.C. and in January 1958, the 12AF, at Waco, Texas, his present post.

Maj. Gen. Harold P. Maddux takes over command of Tenth Air Force, Selfridge AFB, Mich., on August 31. He replaces Maj. Gen. Robert E. L. Eaton, who has been reassigned as the new assistant chief of staff for Reserve Forces, USAF. A graduate of West Point in 1933, General Maddux earned his pilot's wings the following year. His varied assignments include duty with the AAF Technical Training Command; War Dep't General Staff; AAF in the Pacific; U.S. Strategic Air Force in the Pacific; Air Transport Command in Washington, D.C., Ft. Totten, N.Y., and Paris, France; Office of the U.S. Military Government, Berlin, Germany; and MATS, Hickam AFB, Hawaii. The general's present assignment is at the Pentagon where he has been serving as director, Office of Manpower Requirements, Office of Secretary of Defense, since July 1955.

COVER depicts mobile radar equipment "going up" to form a solid wall of detection from Fort Campbell, Kentucky, to Milwaukee, Wisconsin, in a test conducted by elements of the Air National Guard during Summer Encampment. (See Story next page).

ir Guardsmen test...

SOLID WALL OF RADAR

Capt. Ellis C. Stewart, Jr., USAF

solid wall of radar—over 600 miles long, 300 miles wide, and more than 11 miles tall—made July a record month for units of the Air National Guard's 157th Tactical Control Group (Mo.) and 251st Communications Group (Ohio). During their 15 days of summer field training, the two organizations with units from 11 States set up a coordinated tactical control and communications network that stretched from Fort Campbell on the Tennessee-Kentucky border to Milwaukee, Wisconsin.

The exercise, duplicating as closely as possible the conditions under which the units would operate in combat, was designed to test unit mobility and operational effectiveness in setting up and operating a complete tactical radar surveillance and direction system.

Both the 157th and the 251st are earmarked for assignment to Tactical Air Command (TAC) in wartime, and TAC enlisted the Communications and Electronics Section of the National Guard Bureau in planning this first full scale Air National Guard test of the joint tactical control-communications concept.

Colonel David Baugher, Commander of the 157th Tactical Control Group and of a smaller scale joint operation held the summer of 1958, enlisted the support of ANG flying units to make this year's operation more realistic. Units from Michigan and Kentucky furnished RB57 Canberras for "enemy" intruder missions and friendly tactical reconnaissance strikes; F84F Thunderjets from Missouri, Illinois, and Indiana performed double duty as tactical fighter aircraft for both sides. Interceptor operations scrambled F86L Sabrejets from Illinois and F89 Scorpions from Michigan and Wisconsin to protect friendly forces from "enemy" air attack.

Since mobility is a primary requirement for units assigned to TAC, every unit in the exercise was required to move itself and everything needed for its support from home station to the exercise area. Commercial transportation was outlawed since it would not be available in a combat theater. Units loaded



On the move—on 80 vehicle convoy keeps the 157th highly flexible.

everything and everybody—3,200 personnel and more than 2,000 tons of equipment in some 375 vehicles.

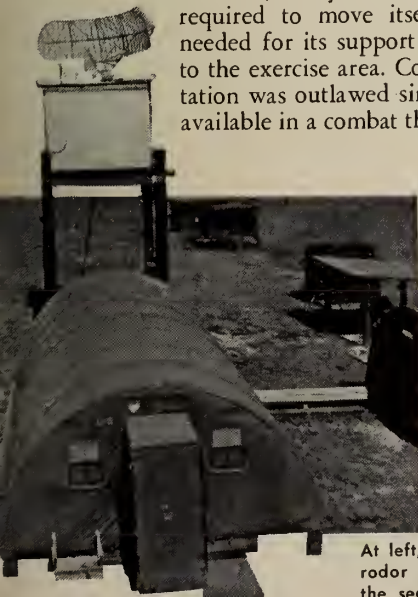
On Saturday, July 11, convoys of trucks and vans began to roll down the highways of Missouri, Alabama, Ohio, Illinois, Texas, North Carolina, Iowa, Georgia, Wisconsin, Arkansas, and Tennessee. Loads were widely assorted. Some trucks carried delicate electronic equipment; others were packed with field kitchens, power plants, latrines, tents—everything required for a completely self-sustained operation.

On Monday, tent cities appeared on hillsides and in fields which had been weekend picnic areas. The sector control center was established at Red Hills State Park, Illinois, with control and reporting centers located at Red Hills and Kankakee State Park in Illinois and at Fort Campbell, Kentucky. Aircraft control and warning units were positioned at approximately 50 mile intervals with overlapping radar coverage in case "enemy" action knocked out a unit. Lt. Colonel Charles R. Stahl, Commander of the 251st Communications Group, stationed 27 radio relay teams at 30 mile intervals to provide a primary communications network with VHF radio and set his communications squadrons at their task of stringing telephone lines and setting up high frequency radio links to back-up the radio relay stations.

Tuesday afternoon, with all preliminary chores completed, the now operational units began their actual test of readiness. "Aggressor" aircraft took off and began their attempt to penetrate the exercise area. As the probing radar picked up the intruders, weapons directors (ground radar controllers) at control and reporting centers and posts scrambled fighter interceptors and vectored them toward their targets in the air. Meanwhile, other controllers in target direction posts were directing strike missions by friendly tactical fighter and reconnaissance aircraft.

As the mock air battle progressed, realism was added to the exercise by the simulated bombing and temporary dis-

see WALL page 13



At left, on training location, is the mobile Control and Reporting Center. Inside view above shows battery of radar repeaters. These are the electronic eyes which monitor every flight passing through the probing of the search lobes. The information is immediately relayed to the plotters on the big board for team's use.

Reserve Records

A new procedure in handling personnel data will lay more responsibility on individual Air Force Reservists to assure that their records are kept current. Reserve Orders have now replaced the strength report (Morning Report) as the primary source document for changing official personnel and statistical files. Data changes of all kinds, even down to a change of address, must be reflected on the order before it can be processed into official files at the Air Reserve Records Center. A change to paragraph 128, Chapter 4, AFM 10-3, covering the procedure is being distributed.

New NGB Chief

Major General Donald W. McGowan, former chief of the Army Division, NGB, has been nominated as chief of the National Guard Bureau. He will fill the position left vacant on May 31 when Maj. Gen. Edgar C. Erickson retired.

Acting as Bureau chief has been the Air National Guard's Maj. Gen. Winston P. Wilson who remains as deputy chief of the Bureau and chief of the Air Force Division of NGB.

Frisco Seminar

More than 160 Information Services and media personnel—military (all branches) and civilian—participated in the highly successful second annual ISO Seminar presented recently by the San Francisco Air Force Reserve Information Services Flight.

The two day seminar agenda included Colonel Dean Hess, chief of the West Coast ISO Office of the Secretary of the Air Force; Gladwin Hill, New York Times West Coast correspondent; Charles R. Stabler, San Francisco editor for the Wall Street Journal; Herb Caen, nationally acclaimed author and San Francisco columnist; Don Mozley, KCBS news director; Bill Cothran, KRON-TV news director; Wanda Ramey, KPIX-TV commentator; Tom Franklin, KRON-TV news analyst; Craig Kelly, KGO radio commentator; John Riffel, public relations consultant; P. W. Garrison, editor, Antelope Valley Ledger-Gazette; and Dorothy Walker, woman's editor for the San Francisco News.

Program chairman for the seminar was 1st Lt. Bob Hatch, AFRes, West Coast representative for Carl Byoir & Associates. Commander of the host ISO Flight is Lt. Col. Abe Mellinkoff, city editor of the San Francisco Chronicle.



At San Francisco's ISO seminar, Col. Dean Hess (l); John Riffel, Lockheed Aircraft; P. K. Macker, public relations; P. W. Garrison, editor; and C. R. Stabler, Wall Street Journal, discuss community relations problems. Inset shows Gladwin Hill, N.Y. Times, Seminar guest speaker.

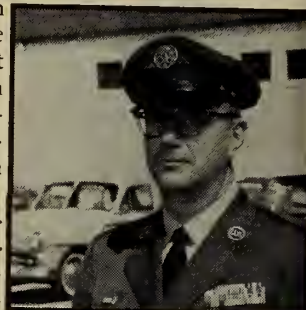
Outstanding Air Guardsman

The Air National Guard has named MSgt Robert L. McLaughlin, 146th Tactical Hospital, Van Nuys ANG Base, Calif., as its Outstanding Airman of the Year. McLaughlin will be honored by the Air Force Association at its annual convention in Miami, Fla., in September, along with the outstanding airman in each major air command.

A medical administrative supervisor, McLaughlin is hospital sergeant major of the California Air Guard unit. When not in uniform, he is employed by Douglas Aircraft Company as a technician in Human Factors and Flight Safety.

Utilizing his civilian knowledge and background to good advantage, Sgt. McLaughlin has also made significant contributions to the Air National Guard by providing lectures for air crews on subjects of Aero Medicine otherwise unavailable through established training sources. He has been of great assistance to the flight surgeon and produced increased awareness of the critical importance of proper understanding and care of personal flight equipment among pilots of the wing.

McLaughlin's military service dates back to April 1941 and WWII during which he spent 42 months in the South Pacific as a surgical technician. In June 1948 he joined the 62d Fighter Wing, Calif. ANG and later assigned to his present duties.



CAP Cadet Exchange

Currently under way for the twelfth consecutive year is the Civil Air Patrol's International Air Cadet Exchange created to foster an international brotherhood of air-minded youth of the free world.

The 135 CAP cadets are enjoying the hospitality of 15 friendly nations (Europe, Middle East & South America) for three weeks while an equal number of outstanding air-minded young men from the other participating countries are presently guests of CAP throughout the U.S. Five cadets are exchanged with all nations except Canada and Great Britain with whom 25 cadets are exchanged. One CAP officer and one U.S. Air Force officer accompanied each U.S. group going abroad while two adults are escorting each visiting group to the United States.

Civil Air Patrol cadets participating in the exchange are selected from the 52 wings, in the 50 states, Puerto Rico and the District of Columbia. Selections are based on individual scholarship, leadership and good citizenship merits. All cadets are between the ages of 17 and 19.

Participating countries and host CAP wings for the 1959 Exchange include Belgium-N.Y.; Brazil-Mich.; Canada-Va.; Chile-New Mexico; Denmark-Fla.; France-W. Va.; Great Britain-Minnesota; Greece-Ala.; Israel-N.J.; Italy-Delaware; Mexico-Tenn.; Netherlands-Okla.; Norway-Conn.; Peru-Iowa; Portugal-New Hampshire; Spain-Ill.; Sweden-Montana; Switzerland-Calif.; Turkey-Nebraska.

ART Officers Needed

Thirty aircraft maintenance officers (pilots) are needed to fill Air Reserve Technician (ART) positions in troop carrier units throughout the nation. Vacancies are in grades of GS 11, 12 and 13, with starting annual salaries of \$7,030.00, \$8,330.00 and \$9,890.00, respectively.

The job openings are at Hanscom Field, Mass.; Portland MAP, Oregon; McClellan AFB, Calif.; Paine AFB, Wash.; Minn.-St. Paul MAP, Minn.; Scott AFB, Ill.; Memphis AFB, Tenn.; Grenier AFB, N.H.; Hamilton AFB, Calif.; Long Beach MAP, Calif.; Hill AFB, Utah; Selfridge AFB, Mich.; Dallas NAS, Texas; New Orleans NAS, La.; Barksdale AFB, La.; Davis Field, Muskogee, Okla.; Tinker AFB, Okla.; Mitchel AFB, N.Y.; Bradley Field, Conn.; Niagara Falls, N.Y.; Andrews AFB, Md.; Youngstown MAP, Ohio; Donaldson AFB, S.C.; and Clinton County AFB, Ohio.

Interested applicants should contact unit desired for additional information. If job desired is not in applicant's vicinity, inquiry may be made to the Directorate of Civilian Personnel, Hq. CONAC, Mitchel AFB, N.Y.

MAIL BAG from page 2

A. A member retiring under 1331 USC 10 is not entitled to retired pay credit for service as an enlisted man in a regular component performed after qualifications have been met. He may retain pay and allowance for the period of such service, but cannot be entitled to retired pay for the same period.

Q. How can I report a change of address to the Air Reserve Records Center?

A. Your change of address may be reported by use of AF Form 512 or by personal correspondence. It is important to report your full Name, Grade, and Air Force Service Number when reporting a change in address.

Q. Should I report a temporary change of address?

A. Yes. A temporary change of address should be reported if it will be in effect for 90 days or longer.

Q. Is my AF Form 5, Flight Record, filed in my master personnel record at ARRC?

A. No, it is not at the ARRC. You may request copies from the Director of Flight Safety Research, Office of Inspector General, USAF, Attn: Flight Records Branch, Norton AFB, California.

Staff Development Courses — at Air Reserve Centers.

More Air Force Reserve officers will have opportunity to play a larger role in the *big picture* of our country's defense beginning this fall when the *Staff Development Course* goes into action throughout CONAC's Air Reserve Centers.

A four-year academic course, the program will be a mixture of the Command and Staff and Air War College courses tailored to develop officers at the division, wing, group and squadron level. Enrollment therefore, will be open to officers of all grades and all career fields. The course will also feature elements of instruction not covered by the Command and Staff and Air War College courses.

The new course is planned for four academic years and will be conducted through classroom sessions at Air Reserve Centers and remote squadron locations. The subject materials are organized into two distinct groups, Command Studies and Current Studies, each of which is subdivided into lessons. The Command Study presents fundamental and slow-to-change subjects, with a central theme tying the lessons of the study together. The lessons in Current Study deal with fast emerging or more rapidly changing topics, thus providing a high degree of currency to the course.

In addition to the required classroom studies, a list of suggested reading will be provided at the end of each lesson. Each list is short, but will serve as a guide for additional study and background information.

Course Objectives

The objective of the Command Study will be to understand the major religious, economic and political ideologies of the world and to understand what constitutes national power and how nations use their power. It also considers the basic conflicts between the Communist bloc nations and the Free World Nations. Six lessons will comprise the first quarter: Power Politics and International Relations; Ideologies—Democracy and Communism; The Struggle for Men's Minds; Sources of National Power; The Military and Economic Instruments of National Power; and The Political and Psycho-Social Instruments of National Power.

The second quarter will be devoted to Current Study and consist of: Problems of the Middle East; Propaganda in World Affairs; Collective Security—International Organizations and Alliances; Some Current Problems in the USAF; Foreign Aid in the Cold War; and an examination.

The second half of the course will be devoted to the understanding of basic military doctrine and fundamental principles of employment of the armed Services. The study includes an examination of the nature of war, including the application of the principles of war to modern warfare. It considers the roles and missions of the three services in order to develop an understanding of basic military doctrine and the fundamental principles of employment of the individual services.

Third quarter Command Study lessons include: The Nature and Principles of War; Evolution of Basic Air Doctrine; The Employment of Air Forces; Land Power and United State Army Doctrine; Sea Power and the United States Navy; and Role and Missions of the Armed Forces.

The fourth quarter Current Study lessons will include: Missiles—An Orientation; Aerospace—An Orientation; The Development of U. S. Military Policy; The Tactical Air Command—Its Mission and Current Operations; USAF Operations in the Arctic; and a final examination.

Specifically, the objective of the new Staff Development Course is to prepare the Air Force Reserve Officer for command and staff assignments by developing an understanding of the relationship of the air instrument to the instruments of national policy; the relationship of the USAF mission and air strategy to current military strategy; and the relationship of command and staff functions to the plans and programs which guide the USAF in accomplishing its mission.

Promotion Data

Non-EAD Reserve of the Air Force officers are eligible for promotion by virtue of having served on active duty in a higher temporary USAF grade, the Air Reserve Records Center has reemphasized. A Reserve of the Air Force Officer (except second lieutenants and certain female officers) who has served on active duty in a temporary USAF grade higher than his permanent Reserve grade and meets the eligibility requirements is eligible for promotion to the higher Reserve grade upon application under the provisions of AFR 36-68, 24 June 58.

The eligibility requirements are as follows: a. Served on active duty in a temporary USAF grade higher than his Reserve of the Air Force grade subsequent to June 25, 1950; b. Currently assigned to an active Reserve program element; c. Completed at least 2, 4, 4 or 3 years of promotion service in the Reserve of the Air Force grade of first lieutenant, captain, major or lt. colonel respectively.

Qualified Reserve officers may submit applications for promotion under provisions of AFR 36-68, through channels to Commander, Air Reserve Records Center, Attn: RPCS-31, 3800 York St., Denver 5, Colo.

Soldier's Medal

Staff Sergeant Albert W. Lindsay of Mint Hill, N. C., a Reservist assigned to the 9979th Air Reserve Squadron, was awarded the *Soldier's Medal* at ceremonies held recently at the Charlotte Center.

Over a year ago, while on active duty with the 804th Air Base Group, Hunter AFB, Ga., Lindsay, then an airman first class, was vacationing at Hilton Head Beach, S. C., with his wife and friends. The surf was rough and discouraged swimming when Lindsay and a friend noticed a child struggling in the water. Both of them dashed toward the girl but the friend was knocked down by the rough surf and barely managed to reach shore. Lindsay, however, was successful in reaching the helpless girl and carrying her to shore where he administered artificial respiration and restored her to consciousness. Dr. Curtis Carter, father of 8-year old Mary, praised Sgt. Lindsay's quick thinking and action in reviving his daughter who was close to death.

They Won Top Honors . . .



Gen. Eaton to USAF

Major General Robert E. L. Eaton replaces Maj. Gen. Richard A. Grussendorf as assistant chief of staff for Reserve Forces, USAF, on August 17. General Grussendorf's new assignment is Director of the Secretary of Air Force's Personnel Council. General Eaton, commander of 10AF for the past four years, earned his pilot's wings at Randolph Field in 1931, after being previously graduated from the U.S. Military Academy. In WWII he commanded a bomb group which saw action in North Africa and Italy. Then followed a tour of duty at the Pentagon, after which the general served in Turkey. He assumed his present command at 10AF, Selfridge AFB, Michigan, in September 1955.



R&D Seminars

For the first time, Air Force Reservists in the research and development field are being given opportunity to attend Air Force-sponsored scientific seminars. The new program went into effect in June at the Air Research and Development Command's Missile Development Center, Holloman AFB, New Mexico.

ARDC's Reserve Administration and Training Branch invited R&D Reservists to make application to attend the seminar on "Advanced Topics in Aeronautics" while on 15-day tours of active duty. The response was so great that only 30 could be selected because of limited space, but ARDC centers are being encouraged to follow suit with future seminars. Under the plan, at least one seminar could be conducted annually at one of the centers. This would enable about 500 R&D Reserve assignees to participate each year.

1st Lt. Virgil L. Hamlin, AFRes, 2656th AResC, Denver, Col., won top scoring honors in the All Air Force Individual Smallbore Championship, held at Lackland AFB, Texas, June 26 thru July 2. Hamlin, a medical student at the University of Colorado, finished 17 points ahead of the runner-up. In fourth place was Maj. William L. Pruden, AFRes, also of Denver. Representing CONAC in the team matches were 13 Air Force Reservists and two active duty men. They won 36 individual medals and trophies, plus four additional trophies for CONAC. Photo at left identifies the CONAC Smallbore team: (l-r rear) Lt. Col. W. Ingraham, Seattle, Wash.; CWO L. Campbell and Capt. J. Hershkorn, Bakalar AFB, Ind.; Maj. Pruden; Lt. Hamlin; Lt. G. Moloney, S. F. Calif.; SSgt J. Morris, Brooks AFB, Texas; A/IC R. Carson, Pittsburgh, Pa.; Maj. O. Clark, Del Rio, Texas. (Front) Maj. C. Pusard, Del Rio; A/IC R. Campbell, Brooks AFB; A/IC H. Legg, Bakalar AFB; TSgt L. Smith, Brooks AFB; Capt. E. Yanta and TSgt J. Vasquez, San Antonio.

1959 ROA Convention

"... The Reserves should get equality of opportunity under the law. We're determined to give you your rights under the law. ... If we keep a good Reserve there won't be any next war! ... " (From address by U.S. Congressman L. Mendel Rivers, (D-S.C.), Chairman, Armed Services Subcommittee on Reserves—at the ROA Convention in Denver, Colo., June 26, 1959).

The mile high city of Denver, Colo., played host recently to the largest annual convention (and Space Age Conference) in the 33 year history of the Reserve Officers Association. The more than 2,000 conferees included approximately 50 Continental Air Command officers representing the nation's Air Force Reserve Centers, Air Reserve Training Wings, and Hq CONAC—who also attended a Commanders conference held in conjunction with the ROA meeting. Keynote convention addresses were made by Admiral Arleigh Burke, Chief of Naval Operations, U.S. Navy and member of the JCS; and U.S. Congressman L. Mendel Rivers, (D-S.C.), Chairman of the House Armed Services Subcommittee on Reserves.

Resolutions

AF Resolutions adopted by the national body included:

"That the Department of Defense be strongly supported in its efforts to secure legislation required to effect entitlement for each member serving in any of the Armed Services in the highest grade or rank held in any branch of the Service, if not reduced for cause.

"That the Congress of the United States be urged to amend the Reserve Officer Personnel Act of 1954 to provide that the Secretary of the Air Force designate the general officer spaces to be filled, before the convening of a selection board to consider Reserve officers for promotion to any general officer grade.

"That the Dept. of Defense exert every effort towards the early development of nuclear-powered aircraft.

"That the Dept. of Defense and the Congress be urged to provide for modernization of present AF Reserve airlift forces by procurement of C-130 aircraft in adequate numbers to support the national policies of the U.S., and to provide for such purchase by funds specifically appropriated.

"That Headquarters, USAF, be urged to consider granting station per diem allowance or extra uniform allowance to Air Reserve unit enlisted advisory personnel, particularly in remote locations.

"That ROA strongly supports the Air Force in its effort to have the Congress of the United States raise the authorized active duty strength of the Air Force in the grade of major by at least 5,000.

"That the USAF supplement the AFRes specialized individual training with a definite supplemental or collateral training program containing training aids and materials, other than a vague outline of topics, to be locally improvised.

"That referenced regulation be amended to permit the scheduling of 28 to 30 good and equal value inactive duty training periods, any 24 of which may be attended for pay, and others for points only.

"That all efforts be put forth for the continuation and improvement of the Air Reserve Center program for Standby as well as Ready Reservists.

"That action be urged to amend the pertinent DOD directive to permit selected Standby Reservists without mobilization positions, upon their request, to obtain fifteen days active duty training or attend Reserve refresher courses.

"That the minimum requirement for squadrons be fifty Reservists in the individual training program of the Air Force Reserve at the discretion of the Center commander in order to provide greater training opportunities for senior officers and to more equitably distribute the burdens of management in the center training program non-pay units.

"That the USAF immediately authorize the use of paid Reserve instructors for training flights in the Air Reserve Center Program composed of Standby personnel.

"That the active duty training pay be reinstated for enlisted Reservists of the War Mobilization Requirement.

"That the Dept. of Defense and the Congress be urged to procure modern, high-performance reciprocating-engined transport aircraft and associated equipment from the surplus inventory of aviation industry for assignment to the Air Reserve Forces and to provide for such purchase by funds specifically appropriated therefore.

AFRes President

The convention delegates, representing 70,000 ROA members, elected Colonel John W. Richardson, AFRes., of Bloomfield Hills, Michigan as its new president, succeeding Adm. Leon J. Jacobi, USNR. Richardson, a V.M.I. graduate and M-Day Assignee at Hq. 10AF, is an executive of the E. I. DuPont de Nemours & Co. in Detroit. Other newly elected AFRes officers include Maj. G. Barney Rawlings, Las Vegas, Nev. (Convention Bureau), vice pres. for air; Capt. Roland G. Strid of Green Bay, Wis., jr. vice pres. for air; and Lt. Col. Frank E. Heyer, West Palm Beach, Fla., AFA executive committeeman. Rounding out the Air Staff is Brig. Gen. James P. Hollers, AFRes, completing a two year term as executive committeeman. (see photo). The ROAL (Reserve Officers Association Ladies) elected Mrs. Vilma Jefferson of New Orleans, La., its president for the year as successor to Mrs. Karl G. Heine of Oakland, Calif.

In addition to Lt. Gen. William E. Hall, CONAC commander, who participated in ROA's Space Age Symposium and opened the CONAC Commanders Conference, other Air Force general officers present included: Maj. Gen.

see ROA page 11



NEW ROA AIR FORCE STAFF: (l-r) Brig. Gen. Hollers; Maj. Rawlings; Col. Richardson, newly elected ROA president; Lt. Col. Heyer and Capt. Strid.

The Air Force Reserve

While the average Air Force Reservist has a reasonable idea of how the Air Force Reserve operates, there are many complex elements and programs which warrant further clarification. The charts and text on these pages should provide the reader with sufficient orientation to assist him in understanding and planning his Air Force Reserve career. At the same time it will clarify many words and phrases which describe the Air Force Reserve program.

A wise man once said, "It's not so much what you know, but where to look when you have need." We therefore present the Air Force Reserve Program Elements.

PROGRAM ELEMENTS RELATING TO INDIVIDUAL WAR REQUIREMENT PARTS						
Part	Program Element	Training Category	Pay Group	Assigned To	Inactive Duty Training & Administered By	Active Duty Trng By
I	Mobilization Assignment Reserve Section	A or B or D or H	A B D E	Major Commands	Major Commands	Major Commands
II	Mobilization Assignment Reserve Section	A (Instructors only) or B	A B	Major Commands	ConAC	Major Commands
III	Mobilization Assignment Reserve Section	A (Instructors only) or B (Training Guidance Staffs, Groups and Sq Staffs only) or B	A B D	ConAC	ConAC	ConAC, assisted by Major Commands

PART I

M-Day assignees with major commands who perform inactive duty training with the major command or its subordinate unit. As approved by USAF, each command establishes its own mobilization requirements. (12,400)* In addition, obligors are selectively assigned against position vacancies and do not perform any training (15,750)*

PART II

M-Day assignees with major commands who perform inactive duty training at an Air Reserve Center and active duty training with the major command or its subordinate unit. (17,100)* In addition, obligors are selectively assigned against position vacancies and do not perform any training (24,000)*

PART III

Consists of personnel requirements developed by Hq. USAF for attritional replacement purposes, overseas medical personnel positions, and special requirements for Hq. USAF. These personnel are administered and trained by CONAC, except that annual active duty tours are performed at nearest Air Force bases or activities having the capability to provide training in the persons' assigned AFSCs. (10,640)* In addition, obligors are selectively assigned against position vacancies and do not perform any training (52,750)*

15 Troop Carrier Wings (19,500)*
6 Aerial Port Squadrons (650)*
5 Air Rescue Squadrons (300)*
4 AACS Squadrons with detachments (675)*
30 Medical Units
(Hospital, Casualty Staging, Aeromedical) (1,450)*
1 Censorship Squadron (175)*

18 Navigation Training Squadrons (1,000)*
13 Air Terminal Squadrons (400)*

(These units serve for individual training only, and on M-Day disbanded.)

Selective Assignees—CONAC units. (Individuals with obligation recently released from active duty who possess a specialty not available within the unit. Does not train with unit of assignment.) (5,700)*

Instructors at Air Reserve Centers. (1,450)*

Part I—Flying Proficiency Training—(M-Day assignee with major command.) (1,100)*

1 Selective Service Squadron (200)*

Part I—Trains with unit of assignment within major command. (12,375)*

Part II—Trains with Air Reserve Center for inactive duty training. Performs 15-days active duty training with unit of major command which assigned. (17,000)*

Part III—Performs 24 periods of inactive duty training without pay. Required 15-day active duty training tour annually with pay. (6,000)*

Part I—Has civilian occupation comparable to military assignment. Does not require inactive duty training. Required to take 15-day active duty training tour annually with pay. (2,100)*

Part II and III—Selective Assignee—Major command units. (Persons recently released from active duty who possess a specialty not available within the unit. Does not train with unit of assignment.) (9,000)*

Part I—Has civilian occupation comparable to military assignment. Does not require inactive duty training. Required to take 30-day active duty training tour annually with pay. (110)*

Six-month Non-Prior Service Program. (2,065)*

Obligor in the Ineligible Reserve Section who have not requested accepted transfer to active Reserve unit for participation when vacancy exists. (62,600)*

Not assigned to mobilization requirement. Receives no pay for inactive duty training. Not permitted active duty training. Earns point retirement only. May transfer to active reserve when vacancy exists. (17,680)*

Has no affiliation with active Air Reserve, except through NAF. May receive training through ECI courses. May also transfer to active Reserve when vacancy exists. (49,500)*

*APPROXIMATE ASSIGNED STRENGTH FIGURES

e Program and YOU

PROGRAM ELEMENTS OF THE AIR FORCE RESERVE READY RESERVE (WAR REQUIREMENTS) (SEE AFR 45-3 and 45-33)

Program Element	Tng Cat	Pay Group	Aval Code	Status	Asgd to	Inactive Dy Tng by	Type of Training	Minimum Annual Tng Required	Maximum Annual Tng for Pay Auth
Air Res Wgs and Sep Units	A	A	AA	Ready	ConAC	ConAC	Unit Tng	48 Unit Tng Assemblies & 15 days AD	48 Unit Tng** Assemblies & 15 days AD
Air Res Wgs and Sep Units	A	A	AA	Ready	ConAC	ConAC	Indiv (Units not organized to serve as such)	48 Unit Tng Assemblies & 15 days AD	48 Unit Tng Assemblies & 15 days AD
Air Res Wgs and Sep Units	G	None	AA	Ready	ConAC	None	None Permitted (Selective Assignee)	None	None
Mobilization Asgmt Res Sec	A	A	AA	Ready	Major Air Command	ConAC	Instructor for Air Res Cen Tng	48 Tng Periods & 15 days AD	48 Tng Periods & 15 days AD
Mobilization Asgmt Res Sec	A	A	AA	Ready	Major Air Command	Major Air Command	Job Proficiency (Rated & Selective Service)	48 Tng Ass. 15 days AD	48 Tng Ass. 15 days AD
Mobilization Asgmt Res Sec	A	B	AA	Ready	Major Air Command	ConAC	Instructor for Air Res Cen Tng	24 Tng Pds 15 days AD (Not Used By Air Force At Present)	24 Tng Ass. 15 days AD
Mobilization Asgmt Res Sec	B	B	AA	Ready	Major Air Command	Major Air Command	Job Proficiency	24 Tng Pds 15 days AD	24 Inactive 15 days AD
Mobilization Asgmt Res Sec	B	B	AA	Ready	Major Air Command	ConAC	Air Res Cen Tng	24 Tng Pds 15 days AD	24 Inactive 15 days AD
Mobilization Asgmt Res Sec	B	C	AA	Ready	Major Air Command	ConAC	Air Res Cen Tng	(Not Used By Air Force At Present)	
Mobilization Asgmt Res Sec	B	D	AA	Ready	ConAC	ConAC	Air Res Cen Tng	24 Inactive 15 days AD	15 days AD
Mobilization Asgmt Res Sec	D	D	AA	Ready	Maj Air Command	None Required	15 days AD annually only	No inactive duty, 15 days AD	15 days AD
Mobilization Asgmt Res Sec	G	None	AA	Ready	Maj Air Command	None	None Permitted, Selective Assignee	None	None
Mobilization Asgmt Res Sec	H	E	AA	Ready	Maj Air Command	None Required	30 days AD Annually only	No inactive, 30 days AD	30 days AD
*Mobilization Asgmt Res Sec	None	F	AA	Ready	ConAC	None	3-6 mos AD Tng one time only	No inactive, 3-6 mos AD once	3-6 mos AD one time only
Ineligible Reserve Section (IRS)	G	None	None	Ready	ConAC	None	None Permitted	None	None

*Authorized only for personnel in the "six months active duty for Training Program" as outlined in AFR 45-33.

**Does not include pay for additional flying training periods, School tours, Special tours, etc.

STANDBY RESERVE (AFR 45-19)

Center Standby	E	None	Any	Standby	ConAC	ConAC	Air Reserve Center Training
Non-Affiliated Reserve Sec. (NARS)	F	None	Any	Standby	ConAC	ConAC	Correspondence (ECI)

TRAINING CATEGORIES (See AFR 45-5)

PAY GROUPS (See AFR 45-5)

TRAINING CATEGORY	Annual number of periods of inactive duty training	Annual number of days of active duty for training	PAY GROUP	Annual number of paid periods of inactive duty training	Annual number of days (or months) of active duty for training
A	48	15 days	A	48	15 days
B	24	15 days	B	24	15 days
C (Not used by AF)	12	15 days	C	12	15 days
D	0	15 days	D	0	15 days
E	24	0	E	0	30 days
F	Correspondence Courses		F	0	3-6 mos (one time only)
G	No Training				
H	0	30 days			

All Air Force Reservists are in the Ready, Standby or Retired Reserve. Ready Reservists and Standby Reservists are classified within 12 codes which are established for use to effect this classification. Availability classification Code AA must be awarded to each Ready Reservist as an indication of his immediate availability for involuntary active duty during a national emergency. A 30-day alert notice will not be given except where the situation permits.

The remaining 11 codes listed below are Standby screening codes, used to reflect the reason why a Reservist is screened to Standby status: A—Dual status personnel; B—Completed Ready Reserve requirement; C—Ministry student; D—Elected officials; E—Personal or community hardship; F—Does not possess required qualifications; G—Over age-in-grade for Ready Reserve assignment; H—Critical civilian occupation; I—Apprenticeship or academic study; J—Not immediately available for active duty for any other reason; and K—Excess to mobilization requirements.

The area which causes most confusion is the individual Mobilization Assignment Reserve Section (MOARS). While unit organization is relatively simple to understand, individuals assigned to MOARS may be in three general categories. To further complicate the situation, these three categories are broken down into sub-categories. As a result, individuals training in any particular category (Parts I, II or III) may have different training obligations and benefits. For example, two officers of equal grade in Part I may have identical duties, one of whom has a civilian occupation unrelated to his military specialty. This officer will train with his unit of assignment for 24 inactive duty training periods and a 15-day active duty training tour every year. The other officer's military assignment is comparable to his civilian occupation and he is only required to attend an annual 15-day active duty tour. This is but one instance illustrating the many combinations in which MOARS Reservists may perform their training requirements. The charts on these pages give a detailed breakdown of the various MOARS assignments available to Reservists.

A recent addition, not shown, is the MOARS section pertaining to Air Force Academy Preparatory School personnel who eventually will be coming within the program. Also not included in the Reserve Program Elements is the USAF Reserve Retired List consisting of more

than 10,000 Reservists who are in a retired status but not drawing retirement pay. The USAF Retired List consisting of persons receiving retired pay also comes within this category.

Almost a quarter-million Reservists in the Inactive Status List Reserve Section are carried on the rolls and represent the totally inactive category within the Program Elements.

One separate unit which deserves mention and comes within the framework of the AACS units is the 11th GEEIA (Ground Electronic Equipment Installations Agency). This unit shares a comparable peacetime mission with AACS, but in the event of mobilization will be used elsewhere.

All actively participating Reservists are eligible to take Extension School Courses. In the case of NARS (Non-affiliated Reserve Section) ECI courses are the only means by which the Reservist may maintain sufficient activity to earn points for retirement. Not permitted to participate in any type Reserve training, including ECI, are IRS, ISLRS (Inactive Status List Reserve Section) and Selective Assignees.

Glossary

Active Duty for Training—A tour of active duty for Reserve Training under orders which provide for automatic reversion to inactive duty when the specified period of active duty is completed, i.e., Annual two week's tour.

Active Status—The status of a Reservist who is not assigned to the Inactive Status List Reserve Section or the Retired Reserve Section.

Non-Affiliated Reserve Section (NARS)—That program element consisting of Standby Reservists not assigned to any other active status program element, or who are not in an inactive or retired Reserve status, whose retainability within this element is based on the earning of at least 15 points (excluding gratuitous points) during each retention year.

Extended Active Duty (EAD)—A tour of active military service performed by a Reservist who occupies an authorized troop space of the active military establishment.

Inactive Duty Training—Training performed by a Reservist while not on active duty or active duty for training for which point credit is authorized.

Obligor—An individual who has a military obligation mandated by law for a specified period of time.

Selective Assignee—A Reserve obligor involuntarily assigned to an unfillable Ready Reserve position because of recent active duty training in a particular specialty. Is not required to perform inactive duty training and utilized only to meet mobilization requirements in the event of an emergency.

Reserve of the Air Force—The common Federal status possessed by members of the Air Force Reserve and the Air National Guard of the U.S.

Reserve Service Obligation—The length of time that an individual must, by law, serve as a member of a Reserve component in addition to any active military service performed with a Regular component.

Year of Service for Retirement—That 12 consecutive month period during which a Reservist must accrue a minimum of 50 points, if such period is to be credited as a year of satisfactory Federal service for retirement purposes.

Year of Service for Retention—That 12 consecutive month period during which a Reservist must earn a minimum of 15 points (exclusive of gratuitous points) in order to be retained in the status of an active Reservist.

Ready Reservist—A Reservist occupying a mobilization position who may be ordered to EAD involuntarily in time of War or National emergency declared by Congress, a National emergency declared by the President, or when otherwise authorized by law.

Standby Reservist—A Reservist not in the Ready or Retired Reserve who may be ordered to EAD involuntarily only in time of War or National emergency declared by Congress, or when otherwise authorized by law.

Program Element—Any program within the active status portion of the Air Force Reserve which is identified by training category and pay group.

Training Category—That portion of a program element which specifies the training required to maintain individual

Utah-Eagle

In a rigid test designed and carried out in an atmosphere of combat reality, Fourth Air Force's 349th Troop Carrier Wing (Res.), Hamilton AFB, Calif., provided all airlift support in a recent joint Air Force, Army, and National Guard operation identified as *Utah-Eagle II*.

The successful mission included an airdrop of 100 *Screaming Eagle* paratroopers and 50,000 pounds of equipment from the 101st Airborne Division. Included in the airdrop were five howitzers, two jeeps and five trucks.

Elements from nearly all units in the Reserve wing were utilized in the exercise, including its detached squadrons at Portland, Ore., and Seattle, Wash. In addition, the 733d TCSq from Hill AFB, Utah, part of the 452d TCW, provided six aircraft and crews. In all, 16 Reserve C-119's from 4AF took part in the airdrop.

■ ROA from page 7

John W. Persons, Sory Smith, and Robert E. L. Eaton, 14th, 4th, and 10th Air Force commanders; Brig. Gens. Felix Vidal, deputy for AF Reserve Affairs, USAF; Julian M. Chappel, DCS/Operations, CONAC; and W. C. Morse, ARRC cmdr.

Reserve Awards

Photo below shows ROA's annual awards to the nation's outstanding AF Reserve units presented by Col. Richardson, ROA president (2d-r) to the respective unit commanders: Col. Charles D. Daly, 442d TCW, Richards-Gebaur AFB, Mo.; Lt. Col. Frank J. Monahan, Jr., 9837th ARSq, Los Angeles, Calif.; and Maj. Vincent Pettigrew, 8500th ARSq (Nav. Tr.), Hamilton AFB, Calif. Rear Adm. Leon J. Jacobi, USNR, outgoing president.



■ GLOSSARY from page 10

or unit proficiency, i.e., Training Categories A through H.

Inactive Status List Reserve Section (ISLRS)—That program element embracing those Reservists who fail to meet the minimum requirements for retention of an active status (15 earned points per year). This element will be reviewed annually to determine whether individual Reservists are retained within or discharged from the AF Reserve.

Ineligible Reserve Section (IRS)—That program element consisting of Ready Reservists who have not completed their Reserve obligation in accordance with

the Universal Military Training and Service Act of 1948, as amended, and who do not voluntarily participate in Reserve training programs.

Minimum Participation Requirements—The least number of points a Reservist must earn annually for retention within any program element to which he is assigned.

Reserve Forces Personnel War Requirement—The total known or anticipated positions to be manned by Reserve personnel in event of War or National emergency. It is divided into the Reserve Forces Personnel War Re-

COMING EVENTS

AUGUST

American Legion Convention, Minneapolis/St. Paul, Minn., Aug 24-27.

SEPTEMBER

AFA Nat'l Convention, Miami Beach, Fla., Sept 3-6.
CAP North Central Regional Conference, Minneapolis, Minn., Sept 11-13.

Armed Forces Reserve Dental Officers Association Annual Meeting, New York City, N.Y., Sept 12-13.

1st AF Academy Liaison Officers Training Conference, Colorado Springs, Col, Sept 14-15.

Second Annual Chief of Staff's Reserve Forces Seminar, Pentagon, Sept 24-25.

CAP Great Lakes Regional Conference, Cincinnati, O., Sept 25-27.

OCTOBER

81st General Conference, National Guard Association, San Antonio, Texas, Oct 5-8.

CAP Southwestern Regional Conference, New Orleans, La., Oct 8-11.

CAP Northeastern Regional Conference, New Haven, Conn., Oct 16-18.

Name Change

A new name for Continental Air Command (CONAC) is under consideration and suggestions for a new title are encouraged. It is desired to identify the command with a name that will better identify its mission.

CONAC presently encompasses—in a direct or supervisory capacity—the Air Force Reserve, Air National Guard, Civil Air Patrol, National Search and Rescue Coordination System, et al. The principal energies of CONAC, however, are involved in accomplishment of its extensive Air Reserve Forces (AFRes and ANG) commitments. Examples of proposed name changes include: *ARCF* (*Air Reserve Command Forces*) and *CARF* (*Continental Air Reserve Forces*).

Suggestions for a new and appropriate command description should be forwarded to *The Editor, Air Reservist, OIS, CONAC, Mitchel AFB, N. Y.*

quirements for Units (authorized by unit manning documents) and the Air Force War Requirement for Individuals.

Mobilization Assignee—A member of the Air Force Reserve not on extended active duty who is assigned to a Mobilization Assignment Reserve Section.

Mobilization Assignment Reserve Sections (MOARS)—Administrative sections of the major air command headquarters and its subordinate organizations. Reservists authorized by Parts I, II and III of the Reserve Space and Grade Authorization issued by Hq. USAF are assigned to these sections.

AFRes—ANG AT AU—The 576 Air Force Reserve and Air Guard officers who recently attended Air University's Command and Staff School two weeks Orientation Course at Maxwell AFB, Ala., have the highest educational level of any group ever to attend the two-week course. Twenty-six hold doctor's degrees, 150 have master's degrees, and 122 hold baccalaureate degrees. Four are college deans, 13 are professors, five are school superintendents, 16 are principals and 61 are elementary and high school teachers.

MARYLAND ANG UNIT CITED—Within four minutes of a recent explosion and fire at the Baltimore Division of the Martin Company, three officers and 18 airmen of the 104th FISq, Maryland ANG, were on the scene with firefighting and rescue equipment. Five Martin employees lost their lives and three others were injured when an internal explosion and fire wrecked the hull of a Navy anti-submarine patrol seaplane in a paint hangar. The Air Guardsmen had witnessed the explosion from nearby Reckord Field, an ANG facility. First to arrive at the disaster scene, the Air Guardsmen risked their own lives in a valiant and determined effort to subdue the fire and rescue the trapped workmen. Their heroic and effective action is credited with reducing casualties and saving the paint hangar from destruction. Thirteen of the 21 participating in the rescue operation were injured or burned; fortunately, none was hurt seriously.

OPERATION "MONKEY BUSINESS"—In the drama of the recently fired Jupiter which carried the monkeys "Able" and "Baker" into space and back, the Air Force Reserve quietly took part. A four-man crew from Detachment #1, 445th TCW, Memphis, Tenn., flew the 3,000 pound Jupiter missile nose cone in a C-123 from San Juan, Puerto Rico to Redstone Arsenal, Huntsville, Ala. Seven feet in diameter at its widest, the nose cone required a couple of cranes, block and tackle, a fork-lift, and much pushing to get aboard. Two hours later it was loaded and lashed down and the crew took off on the 4,400-foot runway designed for lighter aircraft. The C-123 took every inch of runway before it became airborne.

PASS IN REVIEW—The 9072d ARGp (Atlantic City, N.J.) staged its sixth annual review before an overflow audience of more than 500 spectators and many wives and children of New Jersey Reservists. The annual event, believed to be the only such gathering of troops conducted by a non-flying group in the Reserve program, included the presentation of unit and individual awards to outstanding personnel. In addition, more than 100 Reservists received the Armed Forces Longevity Service Award.

COMPOSER HONORED—Lt. Col Robert Crawford, Air Force Reservist and composer of the official *Air Force Song*, was honored recently in Miami, Fla., by the local Air Force Association squadron and the 9187th Air Force Reserve Group. A portrait of Colonel Crawford, painted by Major William Ronald of the Reserve Group, was presented to the US Air Force Academy during the ceremonial banquet. The Academy was represented by Lt. Col. Louis Churchville, Chief, Airpower Military Studies. The portrait will be on display permanently at the Academy museum. Col. Crawford also was the recipient of a plaque from ASCAP, honorary song writers' and composers' society. (Photo on back cover).

SPRING STORM—The final tally on the *Spring Storm* campaign, conducted during May and June as the main project of Recruiting Support Months, was not complete at press time. A wrap-up of results will appear in the next issue of *The Air Reservist*.

SHORT HOPS

Col. Russell S. Wolfe, AFRes cmdr of the hospital squadron at Ellington AFB, is personal physician to the last surviving Civil War veteran, Gen. Walter G. Williams, 1161 . . . Bakalar AFB (Ind.) Fire Dept. gained permanent possession of CONAC Fire Department Award after coming out on top for third year in a row. . . . New Reserve ISO Flight organized at 2640th AResC, San Jose, Calif. . . . For 7th straight year, the 9736 ARSq (Lincoln, Neb.) presented squadron award—silver medal—to outstanding AFROTC cadet at Univ. of Nebraska. . . . All members of Hq AMC Supply and Transportation Reserve Unit are in ROA . . . 17th Aerial Port Sq, Paine AFB, Wash., sporting new official organizational insignia. . . . More than 300 diplomas were awarded in June to area AF Reservists by the Providence (R.I.) Air Reserve Center. . . . 732d TCSq and the New Hampshire ANG contributed fine aerial performance in "Air Age Show" sponsored by Manchester, N. H., Chamber of Commerce. . . . Col. Asa W. Candler, cmdr, 9181st ARGp, is new president of Atlanta (Ga.) Bar Association. . . . Maj. Willard L. Dougherty, Cleveland Reserve ISO flight cmdr, elected commander of Ohio Wing AFA. . . . Formal dedication of new Reserve Center building for 2605th AResC at Wyoming Valley Municipal Airport, Wyoming, Pa.—it's a beauty. . . . Col. J. Paul Craig takes over command of 2484th ARTWg succeeding Col. Vernon "Catfish" Smith who moves to U. of Fla. AFROTC post. . . . New commander of 2563d AResC in Los Angeles is Col. Gibson E. Sisco, Jr.; last assignment was PAS of AFROTC of Cornell University. . . . Elected Pres. of Penn. Department of ROA is Col. John S. Bagby, cmdr, 512th TCWg, Willow Grove NAS, Pa. Maj. Clifford G. Payton, maintenance officer for the 512th is now ROA Delaware Valley Chapter President. . . . ROA New York State Department elected AFRes. Major Charles Davidson its Vice Pres. for Air. He is training officer of 9065th ARGp in NYC. . . . Col. John P. Stapp, USAF's "Fastest Man on Earth," was recent guest speaker at the Kansas City (Mo.) AResC. Family Support: San Jose (Calif.) AResC cmdr, Lt. Col. John A. Jordan, recently swore into the AFRes his twin sons, Mike and David. Another son, John, is also a member of the unit. . . . Assigned to same Reserve Squadron (9722d, Springfield, Mo.) are SSgt Wesley J. Martin and wife A/2C Barbara Ann—both ISO Specialists. . . . Another active partnership is 1st Lt Lillian Barr and husband, A/2C Mike, of 9650th ARSq in Champaign, Ill. **Air Guard:** Missouri's Governor James T. Blair headed list of dignitaries in attendance at formal dedication of the Robertson ANG Base in St. Louis. Brig. Gen. Charles H. DuBois, cmdr, 131st TacFtWg, was host. The new base is named in honor of Maj. William B. Robertson, first commander of the 110th Observation Sq, Mo. National Guard. . . . Brig. Gen. Henry Reis-El-Bara retired from Conn. ANG after 42 years of combined active and reserve service. . . . Governor's Day at the New Mexico ANG summer encampment included award presentations by Governor John Burroughs to members of the 188th F-1 Sq. . . . Winner of the NY ANG's Governor's Trophy is the 105th TacFtGp, White Plains, N.Y.—declared the best tactical unit in 1958. The 106th, also of White Plains, took the Commander's Trophy as best all around NY ANG unit. . . . 37 Air Guardsmen (112th ADWing) attending summer camp at Hancock Field, Syracuse, N.Y., spent 25½ continuous hours in the Catskills in a search for a missing 5 year old boy. In addition, the guardsmen contributed \$131.51 to a local fund in connection with the search. . . . Capt. Don V. Reaver of Ohio ANG's 166th TacFtSq has been recommended for a citation after safely landing his F84F after flame-out following hydraulic failure, external fire and malfunction of speed brakes and drag chute. **Civil Air Patrol:** 55 female and 50 male CAP cadets from throughout the nation, Puerto Rico and Hawaii, will attend Jet Orientation Courses—the girls at Maxwell AFB, Ala. Aug 23-29, and the boys at Perrin AFB, Texas, Aug. 10-16. . . . Cadet Lt. Richard H. Watson, Elmhurst, Ill., won first annual Flight Scholarship sponsored by the 9631st Air Force Reserve Squadron, Des Plaines, Ill.

AFA Convention

September 3-4-5-6 are the dates of the Air Force Association's 1959 National Convention and Aerospace Panorama in Miami Beach, Florida. Offering a variety of attractions, AFA's Convention program will include a classified briefing for industry, a seminar for Reservists and Guardsmen, business sessions for AFA leaders, a symposium for everyone, and a series of luncheons, banquets and receptions. Top speakers will include Hon. James H. Douglas, AF secretary; Gen. Thomas D. White, AF chief of staff; Gen. Samuel D. Anderson, commander, AMC; Lt. Gen. Bernard A. Schriever, ARDC commander; Lt. Gen. William E. Hall, CONAC commander; and Maj. Gen. Winston P. Wilson, chief, AF Division, National Guard Bureau. Climaxing the convention will be a colorful Air Force reunion on Saturday night, Sept. 5, at the Fontainebleau Hotel. The convention agenda will include awards to the outstanding Air Force Reserve airman and Air Guardsman who will be honored guests along with the outstanding airman of each major air command.

CONAC will conduct a commanders' conference in conjunction with the convention. Commanders of CONAC numbered air forces, Air Reserve Records Center, CAP-USAF, Air Reserve training wings, air base groups or separate air base squadrons, troop carrier wings, separate troop carrier squadrons, air rescue squadrons, aerial port squadrons, and Air Reserve technician commanders, or their representatives, will attend.

AFA's Aerospace Panorama is expected to be the largest display of Air Force weapons and equipment ever held. More than 150 companies will fill Miami Beach's new, spacious Exhibition Hall with defense products and equipment.

Ricks Event

The 1959 Earl T. Ricks memorial trophy event featuring competition by Air Guard tactical reconnaissance units will kick off AFA's annual convention. Ten RF-84Fs are expected to enter the timed combat reconnaissance mission originating at Memphis and terminating at Miami International, a non-stop flight of about 750 nautical miles.

Enroute, each pilot will be required to photograph the Florida State Capitol at Tallahassee and either Maxwell or MacDill AFB. Winner will be determined on the basis of elapsed time, provided acceptable photos are made of the two targets. For maximum safety in Miami's high density air traffic, each pilot will officially end his run at 25,000 feet or more over Miami rather than on touchdown.

Guard tactical reconnaissance squadrons eligible for the '59 event are the 105th, Nashville, Tenn.; 106th, Birmingham, Ala.; 107th and 171st, Romulus, Mich.; 153d, Meridian, Miss.; 155th, Memphis, Tenn.; 160th, Montgomery, Ala.; 174th, Sioux City, Iowa; 180th, St. Joseph, Mo., and the 184th, Ft. Smith, Ark.

Sidewinder for ANG

Three Air National Guard fighter squadrons flying F100 Supersabres are being equipped to handle the Sidewinder air to air missile. First unit to receive the missile will be the 152d fighter interceptor squadron, Tucson, Arizona, which will represent the ANG in the Air Force's world-wide weapons meet at Tyndall AFB, Fla., in October.

Other squadrons whose aircraft are being modified to employ the Sidewinder are the 188th fighter interceptor squadron, Albuquerque, N. M., and the 118th tactical fighter squadron, Windsor Locks, Conn.

Sidewinder was developed by the Navy, and proved extremely effective when employed in combat by the Chinese Nationalist Air Force during the Quemoy crisis last year.

■ WALL from page 3

ruption of the sector control center—nerve center of the entire operation. It was apparent, however, that the bombing was not a major catastrophe as one of the control and reporting centers assumed control with no break in the tempo of the operation.

On Tuesday July 21, after a full week of practice for the units in the field the atmosphere became tense at both control centers and outlying radar and communications sites. "Enemy" planes stepped up their activities, making simultaneous sweeps through the exercise area from all directions and at every altitude from tree top level to 60,000 feet. This was the real test of coordinated operations with inspectors from Continental Air Command's Tenth Air Force and observers from Tactical Air Command's Ninth Air Force to see how well the Air National Guardsmen could do their jobs.

As activity on the ground increased, eyes became red from strain and cigarette butts piled up in the ash trays, but operations continued smoothly and "enemy" planes continued to be "destroyed" by friendly interceptors.

Wednesday night, the inspectors assessed the results of the two day maximum effort while the units began the job of getting everything ready to go home. Commanders scanned their notes and made tentative plans for increased emphasis on certain phases of training during the coming year.

Operations during the exercise had not been perfect. There were some fumbles, but they were, for the most part, recovered. In spite of the rough spots, however, the exercise was definitely pronounced a success.

Major General Winston P. Wilson, Chief of the National Guard Bureau's Air Force Division, summed it up like this: "The 157th Tactical Control Group and the 251st Communications Group have demonstrated their mobility, their flexibility and a high degree of combat readiness. But most important, these Air National Guardsmen have proved once again that cooperation between active and reserve forces is producing the kind of well trained, capable Air Reserve Force which is vital to the security of our nation."

ROPA SELECTION BOARD SCHEDULE for FY-60 (1 July '59 30 June '60)

Promotion to Grade	Capt.	1st Lt.	Capt.	1st Lt.	Capt.	Maj.	Lt. Col.	1st Lt.	Capt.	Col.	1st Lt.	Capt.	Gen.
Promotion Service Date On or Before	NO MANDATORY BOARD DURING FY-60	31 MAR 57 Review Board 1st Quarter	30 JUN 57 Unit Vacancy 1st Quarter	30 JUN 57 Review Board 2nd Quarter	31 OCT 57 Unit Vacancy 2nd Quarter	30 JUN 54 Mandatory Board	30 JUN 54 Mandatory Board	30 SEP 57 Review Board 3rd Quarter	31 DEC 57 Unit Vacancy 3rd Quarter	30 JUN 55 Overall Vacancy	31 DEC 57 Review Board 4th Quarter	31 MAR 57 Unit Vacancy 4th Quarter	To Be Processed As Directed By USAF
Estimated No. To Be Considered		1,000	125	1,000	125	3,250	1,520	1,000	125	5,000	1,000	125	
Board in Session		AUG. 10-11	AUG. 10-11	NOV. 9-10	NOV. 9-10	NOV.-DEC. 30 - 6	JAN. 13-17	FEB. 10-11	FEB. 10-11	MAY 12-23	JUN. 16-17	JUN. 16-17	



Air Force Point of View

Viewpoints on policies affecting the Air Force and national defense. As key members of the Nation's aerospace arm, it is vitally important that all Air Reservists keep informed on current Air Force thinking. ~

On Aerospace . . .

"We recognize that the other Services also have interests, or, in military jargon, requirements, that can or should be met in this medium. We believe that each Service's interests or requirements are justified to the extent they enhance the ability to perform its particular missions—and to the extent they cannot be provided by the Service with the primary 'aerospace' mission. The defensive and offensive roles of the Air Force, which have already been established in the atmospheric regions, must continue as we go farther out in aerospace. Just as our Army primarily operates on the plains and in the mountains, and our Navy primarily operates on and under the seas, so must the Air Force be the prime operator in the Earth's atmosphere and the space beyond it—that operational area we call 'aerospace'." (General White)

On Point and Area Defense . . .

Historically, since the advent of airpower, the Army has had the responsibility for *point* defense, using antiaircraft weapons near the attacking aircraft's target, while the AAF and later, the U.S. Air Force, has had the function of providing forces for the overall *area* defense.

This relationship was confirmed in the National Security Act of 1947, the "Key West Agreement," and the current DOD Function Paper (reproduced in AFR 55-43). The 1948 and 1958 Functions Papers state that the Air Force has the primary function to develop the *doctrines, procedures* and *equipment* for "air defense from land areas, including the continental United States." This is to be done "in coordination with the other Services." Continental Air Defense Command, headed by an Air Force general, is a unified command, containing Air Force, Army and Navy forces. It reports through the Joint Chiefs of Staff to the Secretary of Defense.

Within this framework, it is a primary function of the Army, says the Functions Paper, "to organize, train and equip Army air defense units, including the provision of Army forces as required for the defense of the United States against air attack, in accordance with doctrines established by the Joint Chiefs of Staff."

On AF Ballistic Missile Defense . . .

The Air Force approach to defense against ballistic missiles differs from the point defense anti-missile concept. Dr. Joseph V. Charyk, former Air Force chief scientist and now Assistant Secretary of the Air Force for Research and Development, recently explained Air Force thinking on this to aviation writers.

The ballistic missile is primarily a "space creature," he said, and "outside of the space environment it encounters its severest tests. Our approach to the defense problem," he said, "is a study of the weaknesses in the system with a view to the effective exploitation of the deficiencies. We

must, however, consider simultaneously the possible offensive countermoves and, in particular, the complexity and cost of such modifications."

The ideal time to counter a ballistic missile would be soon after it left the Earth's surface, during its boost phase—but the interception complications are obvious. Another complication arises when decoys released by the missile are designed to be identical, radar-wise, to the actual warhead.

"For a single warhead and with only a very small weight penalty it is not possible to have hundreds of objects with predicted impact points extending over hundreds of miles. . . ." Unless some means is available to discriminate, says Dr. Charyk, "the only alternative is to launch interceptor missiles at all such objects. Such an approach on the part of the defense can be exploited to saturation and bankruptcy by the offense."

"One technically and economically tractable solution," says Dr. Charyk, "appears if we retreat to a position which attempts to defend only a selected number of small target areas. With a high hardening level for the particular site and employing simple, multiple, redundant, hardenable radar installations and relatively inexpensive short-range interceptor missiles, one can simply attempt interception at low altitude of all objects in the cone frustum of impact. . . . Such an approach is clearly limited to a reasonable number of military installations, and, of course is completely inapplicable to the problem of defense of population centers. . . ."

The Air Force scientist believes that "the essential keys to the defense against ballistic missiles lie in space."

Air Force (ARDC) is working with Advanced Research Projects Agency on ballistic missile defense system studies, design of a hypersonic intercept system, and many other aerospace defense projects, including the Midas system, a satellite equipped with infra-red sensing devices. Secretary of Defense McElroy says, "A number of such satellites circling the Earth would be able to detect the great blast of heat emitted by a missile when taking off."

ARDC Commander, Lt. Gen. Bernard A. Schriever, says the Air Force considers the following major defense space weapon systems necessary: an anti-missile defense system (early warning and extensions); a satellite defense system; a satellite inspection system, and a manned defense space system.

On Perspective . . .

Difference between point defense and area defense might be likened to difference between the building block and the building—or the paving block and the city block. It naturally takes more point defense than area defense weapons to protect a given expanse. . . . **Air Force needs instantaneous global communications** so it can most effectively provide the command and control mechanism demanded of the world's quickest reacting, fastest moving, farthest ranging global aerospace force.

New AFR On Individual Training: A definition of terms, policy on Reserve training, job proficiency training, Air Reserve Center training, correspondence courses, and other aspects pertaining to the subject are comprehensively covered in new AFR 50-11, 18 June 59. Of particular interest, the AFR provides that classes in Air Reserve Center training may be organized and conducted when a minimum of five Ready Reservists are enrolled. Reservists desiring to up-date themselves on individual training requirements may see the new regulation at their Center or unit of assignment.

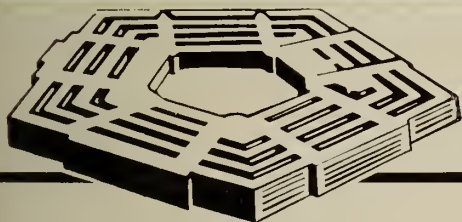
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ECI Notes: Two new courses have been activated by the Extension Course Institute—Course 4031, *Photographic Repairman*, is the first to be offered by ECI in the 40 career area, which is the intricate equipment maintenance field. It's a 4-volume course carrying 210 estimated study hours and 70 points, and offers background on the application of electronics to Air Force photography and teaches the student to maintain complex camera accessories. No special eligibility requirements to be met to take the course . . . Course 6426, *Organizational Supply Supervisor*, in 3 volumes, carries 105 study hours and 35 points. Applicant must meet one of three qualifications: high school education or equivalent; completed Course 6425; or be in supply career field and hold 5-level Air Force Specialty Code (AFSC).

Air Safety Investigator Jobs Open: The U. S. Civil Service Commission is accepting applications for positions as Air Safety Investigators located in the Bureau of Safety of the CAB (Civil Aeronautics Board) in Washington, D.C., and throughout the continental U. S. and Alaska. Entrance salaries range from \$5,985 to \$9,890 a year. Applicants must have appropriate experience in aviation activities plus experience in aircraft accident investigation, other technical experience, or air safety research and analysis background. Further information may be obtained at many post offices, from the U. S. Civil Service Commission, Washington 25, D.C., or by writing to the Board of U. S. Civil Service Examiners, CAB, Washington 25, D.C. Applications will be accepted until August 31, 1959.

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E-8, E-9 Slots: More than 1,500 E-8 and E-9 promotions will go to airmen of the Air Force Reserve and Air National Guard who are serving in units. The ANG, because of its larger unit type organization, will receive 733 senior master sergeant (E-8) slots and 356 for chief master sergeant (E-9). AF Reserve units with approximately half the ANG unit strength are tabbed for 294 E-8s and 136 E-9s. No date has been set for the promotions, nor are these absolute quotas. No quotas have been listed by USAF for individual positions, but announcement should be made soon.



Pentagraphs

Air Guard Notes: The jet instrument proficiency course will continue during Fiscal Year 1960 under a program of 20 classes of 14 students each. Nine classes are scheduled to enter training during the first half of FY 1960 (July-December), and 11 classes during the second half (January-June). The course of instruction is unchanged, and each student successfully completing the course will be awarded an appropriate certificate of proficiency . . . Three classes of the Squadron Officer School, Air Command and Staff College will be conducted during FY 1960. Class duration is fourteen weeks. Seven spaces for ANG officers are open to each class which start Sept 14, 1959, Jan 11, 1960 and April 25, 1960 . . . Pending revision of ANGR 36-013, warrant officers recommended for promotion by Central Selection Board will—if appointed to the higher grade by the State concerned—be federally recognized in the ANG without examination by a Federal Recognition Board.

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Top Level Changes: Gen. Laurence E. Kuter from commander in chief, Pacific Air Forces to commander, CADC; new PACAF C-in-C is Gen. Emmett O'Donnell, Jr. Relieving Gen. O'Donnell as DCS/Personnel, Hq USAF, will be Lt. Gen. T. H. Landon. New C-in-C, USAFE, is Gen. Frederic H. Smith, formerly ATC commander, who succeeds Gen. Frank E. Everest, reassigned commander of TAC. The AF Academy also gets a new Superintendent—Maj. Gen. William S. Stone; newly promoted Lt. Gen. James E. Briggs; takes over Air Training Command.

ROPA Amendments: The House has received the ROPA Amendment Bill following approval by the House Armed Services Committee. Major changes include: increased promotion opportunity for AF Reserve officers assigned to units by allowing for promotion at the mandatory consideration points same as all non-unit Reservists; extension of mandatory retirement by reason of service and grade for all unit officers of the AF Reserve until January 1, 1962, thereby permitting Reserve units to retain experienced officer personnel for another 18 months; provision for retention of unit officers of AFRes and Air Guard through grade of captain, or until they complete 14 years of commissioned service, if they would otherwise be promoted out of their units under the mandatory promotion system; the elimination of an inequity in existing law which precludes certain specialists, who have been granted constructive service prior to the enactment of ROPA, from ever becoming eligible for Reserve retirement at age 60; and authorization for promotion of Reserve nurses or medical specialists to Reserve grade of colonel, and promotion of WAF Reserve officers to Reserve grade of Lt. colonel, same as Regular officers.

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CAP Moves: Ellington AFB, Texas will be the new home of the Civil Air Patrol's national headquarters when it moves this month from Bolling AFB, D. C., where it has been for the past 13½ years. Shift of the CAP headquarters will mean relocation for 85 Air Force military personnel and a number of civilian employees.

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USAF Periodical 30-1
No. 30H 8-59: 400,361



Portrait of Lt. Col. Robert Crawford, AFRes (2d 1) composer of Air Force Song, is presented to AF Academy. Shown at ceremony are (l-r) Lt. Col. L. Churchill, Air Academy; Col. Crawford; Lt. Col. L. Proby, cmdr 9187th ARGp; Col. Geo. Howard, USAF chief of bands. (see Cross Country, p. 12).



SSgt. A. L. Tinsley, AFRes air policeman, shows favorite pistol to Lt. Col. B. J. Mongina, 77th TCSq cmdr, Donaldson AFB, S.C. Tinsley, a Greenville, S.C. policeman, won top trophy at the South Carolina Low Enforcement Officers' competition with a perfect 100 out of 100 score.



No problem taking oath "to obey orders of the Governor of the State," for Missouri Gov. James T. Blair, Jr, sworn in as colonel in ANG. (l-r) Col. E. Nesbitt, USAF; Col. D. Baugher, ANG; Brig. Gen. L. Heinlein, ANF; Maj. Gen. A. Sheppard, AG; Gov. Blair; and Brig. Gen. R. Garlich, ass't AG.

RESERVE CAMERA



Gen. Hall, CONAC cmdr (l) sees House Armed Services Subcommittee members off after briefing at CONAC Hq. (l-r) O.C. Fisher (Tex.); Katherine St. George (NY); Col. Marshall Elkins, Mitchel AFB cmdr; Wm. C. Broy (Ind.); L. Mendel Rivers, chairman, (S.C.); Benj. Fridge, dep'y special ass't sec'y AF.

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By

THE AIR

Reservist



SEPTEMBER 1959



Featuring

SUMMER ENCAMPMENTS 1959



Q. Does the twenty-eight years of service used as a criterion for mandatory retirement include service in the enlisted Reserve completed prior to an individual's first appointment as a commissioned officer?

A. Elimination after twenty-eight years of service is required by Section 8848, Title 10, United States Code. In computing the twenty-eight years, only commissioned service is counted. See 10 U.S.C.

Q. I earned my wings with the Navy during WWII as a combat aircrewman. During the Korean War I was a loadmaster-radio gunner with the Air Force. Can I wear more than one "wing" award?

A. No. Par 91b, AFM 35-10, 15 July 57, states that Aviation Badges of other services, which are comparable to currently authorized Air Force Aviation Badges (see AFR 35-80) and earned

see MAIL BAG page 3

THE AIR

Reservist

VOL. XI—NO. 8 SEPTEMBER 1959

AIR FORCE RESERVE AIR NATIONAL GUARD
● CIVIL AIR PATROL

Lt. Gen. William E. Hall
Commander, Continental Air Command

Col. Blake C. Miller
Chief, Office of Info. Sys., CONAC

EDITOR
Lt. Col. Joseph H. Friedmann

ASSOCIATE EDITOR
Fred E. Giachino

STAFF WRITER
Earl E. Lane

The Air Reservist is an official publication of Continental Air Command approved by the Secretary of the Air Force, in accordance with Public Law 476, Section 259, 82nd Congress. This law directs the dissemination of complete and up-to-date information of interest to the Air Reserve Forces.

Editorial Office: The AIR RESERVIST
OIS, Hq CONAC, Mitchel AFB, NY

The Material contained in The Air Reservist is listed in the Air University Periodical Index.
Use of funds for printing this publication has been approved by the Secretary of the Air Force and the Director of the Bureau of the Budget 23 July 1958.

Voluntary Recalls

The Fiscal Year 1960 Air Force voluntary recall program, the biggest since recent austerity drives, will bring slightly under 400 Air Force Reserve officers to active duty. Already, 65 navigators in grade of captain and lieutenant have been given the word.

Navigators (1534) are most in demand by the Air Force, and while response to a call by the Air Reserve Records Center is expected to be sizeable, a high degree of selection will be undertaken. Also needed are multi-jet and tanker pilots for duty with SAC. Coming under consideration this month are majors and captains in critical non-flying skills such as Research and Development, installations, aircraft maintenance, intelligence photo radar and supply fields. Selection of these officers will be geared to determination of the number of navigators to be recalled for FY '60.

The recall program has been described as both a money saver and contributor to the officer quality program. It is estimated that those already called up may have saved the taxpayer nearly \$30-million in training and other costs.

AFRes Appropriations

Approximately \$58-million is expected to be made available to the Air Force Reserve and AFROTC for Reserve Personnel Appropriations in FY 61. Approximately \$6-million is planned for ROTC use. Hearings on the matter were held before the Budget Advisory Board last month.

The CONAC Air Force Reserve Military Construction Program for FY 61 has also been submitted to Hq USAF and is being reviewed prior to submission to the Office of the Secretary of Defense and the Bureau of the Budget. The Air Force Reserve request, approximately \$14.5-million, provides for construction of 44 line items at 22 Air Force Reserve installations. The CONAC program is being reviewed for the first time by a group of Section 8033 officers to validate requirements and arrive at total dollars needed for Reserve construction for submission to the USAF Military Construction Board.

Chief of Staff's Seminar

More than 250 members of the Air Reserve Forces from all over the U. S. will view the world premier of "Two Hats," a new film depicting the readiness of the Air Force Reserve and the Air National Guard, at the second annual AF Chief of Staff's Reserve Forces Seminar.

The film showing will climax the two day meeting which begins September 24. Walter Cronkite, nationally known CBS news commentator, narrated the full color 28 minute film which was produced by Air Photographic and Charting Service from footage shot during the recent Exercise Dark Cloud/Pine Cone II. After the premier, prints of the film will be available for showing by Air Guard and Air Reserve units.

Purpose of the conference is to acquaint key Air Force Reservists and Air National Guardsmen with the present position and objectives of the Air Force as a primary military instrument of national defense. Secretary of the Air Force, James H. Douglas, and Chief of Staff, Gen. Thomas D. White, head the list of top-level military and civilian leaders conducting the series of discussions on topics of vital importance to the security of the United States.

The second day of the seminar will be set aside for a detailed discussion of the significance and mission of Air Reserve Forces as components of national airpower capability.

COVER depicts an interesting sidelight to the annual summer encampments. Capt. Carl J. Rieman, chief of the 445th Troop Carrier Wing's aircraft maintenance, waves goodbye to his wife and nine children as he leaves for 2-week active duty tour. L-r: Nelson, 6; Joanne, 7; Marilyn, 4; Vincent, 9; Margaret Jean, 2½; Carl, 12; Cathy, 10; Martha, 20 months, and Mrs. Rieman holds 4-month-old Martin. (See encampment photo stories pages 8, 9 and 10.)

FA Reserve Seminar

Reservists attending the annual Air Force Association's convention in Miami Beach, Fla., will be particularly interested in the Reserve Forces Seminar to be held on September 3. With Brig. Gen. John Montgomery, AFRes, National AFA director, serving as moderator, panelists and speakers will include the Honorable Lewis Thompson, special assistant, Secretary of the Air Force; Lt. Gen. William E. Hall, CONAC commander; Maj. Gen. Winston P. Wilson, chief, AF division, ANG; Maj. Gen. Robert E. L. Eaton, assistant chief of staff for Reserve Forces; Brig. Gen. Roy Sessums, chairman Air Reserve Council of AFA; and Col. Robert D. Campbell, chairman, ANG Council of AFA.

Agenda items will include Air Guard Communications and Electronics; Individual Training Program; Information Services Flights; Air National Guard Flying Units and Air Force Reserve Flying Units. The Seminar will be opened officially by AFA president, Col. Peter J. Schenk. (Reservists attending the meeting will receive point credit.)

Kincheloe AFB

Kinross AFB, Kinross, Mich., will be named Kincheloe AFB in honor of the Air Force space-age test pilot Capt. Ken C. Kincheloe, Jr., killed last year. The base will take the new name Sept. 8. Captain Kincheloe, killed July 26, 1958, when he bailed out of his crippled F-104 near Rosamond, Calif., was slated to be number one Air Force pilot in the 15 program. During the Korean War Kincheloe was the Air Force's tenth jet ace, with 10 enemy aircraft destroyed, one probable, and 11 damaged. For his experimental work he won the Mackay trophy for 1956.

Falcons in '59

Undefeated in 1958, the Air Force Academy's grid warriors are hoping to continue their winning ways into the Yankee Stadium on Oct 31st when they meet—for the first time—the West Point eleven. The *Falcons'* 10-game schedule includes:

Sept 26 Wyoming at Laramie
Oct 3 Trinity at San Antonio (night)
Oct 10 Idaho at Denver U. Stadium
Oct 17 Oregon at Portland
Oct 23 UCLA at Los Angeles (night)
Oct 31 Army at New York City
Nov 7 Missouri at Columbia, Mo.
Nov 14 Arizona at Boulder, Colo.
Nov 21 New Mexico at Denver Univ Stadium
Nov 28 Colorado at Boulder, Colo.

NO OCTOBER ISSUE

The *Air Reservist* will not be published in October due to limitation to 10 issues per year. A combined October-November issue will be out the first week in November.

MAIL BAG from page 2

while in the Army, Navy, Marine Corps, or Coast Guard, may be worn only during the period while qualifying for an AF Aviation Badge.

Q. On August 24th, 1944, the first day of Germany's bombardment of Rumania, my wife and I discovered near our home, three fliers—two Americans and one Englishman—who had just escaped from a German prison camp in a nearby schoolhouse—"St. Catherina." We hid them in our home for six days until they made their getaway. We heard later from the Englishman—Charles Whitney—but have wondered all these years about the two Americans whose only remembrance we have is a thoughtful thank you note left unsigned when they departed. We know they were flying a B-29 (?) hit near Ploesti, and had bailed out. One was about 25, tall, blond, the father of two children at the time. The other was dark complexioned and gay. One was from Detroit.

We arrived in America a few months ago and are very anxious to learn the whereabouts of our two American friends. Tho we do not remember their names—we will never forget them and would like to see them again.

(Ed. Note: Information concerning the two American crew members described above may be sent to the Editor, the AIR RESERVIST, Hq CONAC, Mitchel AFB, N. Y.)

AFA Nominee

Brigadier General Howard T. Markey, ANG, Winnetka, Ill., cmdr, 126th Air Defense Wing (Ill. ANG), has been selected by AFA's Nominating Committee to serve as the Air Force Association's next president. His nomination goes before the national convention at Miami Beach. Gen. Markey is a prominent lawyer, AFA charter member, and a WWII combat pilot.

HON. JAMES H. DOUGLAS
Secretary of the Air Force
Awards Luncheon Speaker
September 5

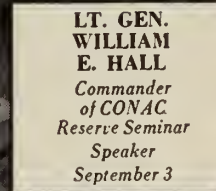


GENERAL THOMAS D. WHITE
Air Force Chief of Staff
Aerospace Banquet Speaker
September 4

GENERAL SAMUEL E. ANDERSON
Commander of AMC
Industry Briefing Speaker
September 4



LT. GEN. BERNARD A. SCHRIEVER
Commander of ARDC
Industry Briefing Speaker
September 4



LT. GEN. WILLIAM E. HALL
Commander of CONAC
Reserve Seminar Speaker
September 3



MAJ. GEN. WINSTON P. WILSON
Chief, AF Division, NGB
Reserve Seminar Speaker
September 3

Guest Speakers

at

AFA Convention

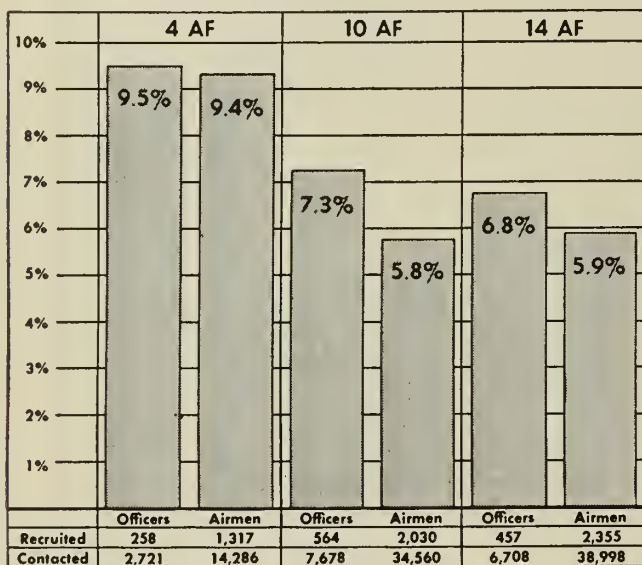
Miami Beach, Fla. Sept. 3-6

"Spring Storm" Results

Spring Storm, the recruiting campaign held during May and June as a part of Recruiting Support Months, netted the Air Force Reserve 6,981 officers and airmen for active participation. The final breakdown shows a gain of 1,279 officers and 5,702 airmen during the successful campaign.

Heading the CONAC numbered Air Forces, percentage wise, was Fourth Air Force (8 states) with 9.5 percent officers and 9.4 percent airmen. Tenth Air Force (18 states) came up with 7.3 percent officers and 5.8 percent airmen, while Fourteenth Air Force (22 states) had a total of 6.8 percent officers and 5.9 percent airmen.

The chart below graphically depicts the efforts and accomplishments of the campaign.



ISO Course

Reserve officers and airmen throughout the country who enrolled in the new Air Reserve Center Information Services Course begin their training activity this month in more than 20 Centers. Chapter 12 of the new CONAC Manual 45-3 sets forth the criteria for this new training activity.

Advance word on the revised course was relayed to CONAC field units in late May of this year. In response to this letter and in compliance with the requirement in the manual, proposed training plans were submitted by 20 of CONAC's 82 Air Reserve Centers by the deadline date for this issue of *The AIR RESERVIST*. Led by the training plan developed for the Hartford, Conn., Air Reserve Center, first to comply with this requirement, other centers that have submitted plans for ISO training to begin this semester include: Denver, Colo.; Little Rock, Ark.; San Francisco, Calif.; San Jose, Calif.; Clearfield, Utah; Seattle, Wash.; Kansas City, Mo.; Philadelphia, Pa.; Hartford, Conn.; Indianapolis, Ind.; Norfolk, Va.; Chattanooga, Tenn.; Miami, Fla.; Jackson, Miss.; Buffalo, N. Y.; St. Louis, Mo.; Atlanta, Ga.; Nashville, Tenn.; and Columbus, Ohio.

Upon receipt of training plans from other Air Reserve Centers which have been operating informally organized Information Services flights, the total of ISO training courses will number approximately forty.

Ready or Standby Reservists—officers and airmen—who have been awarded the 72 field AFSC or who through civilian experience or training may be awarded it as a primary, secondary, or tertiary AFSC, are eligible to enroll.

COMING EVENTS

SEPTEMBER

AFA Nat'l Convention, Miami Beach, Fla., Sept 3-6.
Armed Forces Reserve Dental Officers Association Annual Meeting, New York City, N.Y., Sept 12-13.
1st AF Academy Liaison Officers Training Conference, Colorado Springs, Col, Sept 14-15.
Second Annual Chief of Staff's Reserve Forces Seminar, Pentagon, Sept 24-25.

OCTOBER

81st General Conference, National Guard Association, San Antonio, Texas, Oct 5-8.
Space Law Symposium, New York City JAGDR Flt, New York City, N.Y., Oct 15.
Reserve Forces Policy Committee Bi-Annual Meeting, Pentagon, Oct 19-21.

NOVEMBER

USAF Worldwide ISO Conference, New York City, N.Y., Nov 3-6.
9215th Air Reserve Squadron's Annual ISO Seminar, New York City, N.Y., Nov 3-6.
66th Annual Convention, Association of Military Surgeons, Washington, D.C., Nov 8.
Troop Carrier Rodeo, Ellington AFB, Texas, Nov 20-23.

Exchange Hospitality

Air Force Reservists have opportunity to further America's aims in the international community relations field through the Foreign Student Exchange Program. Lt. Col. Charles A. Sandoval, AFRes., of the 2683d AResC, Dallas, Texas, has presented the interesting proposal that Air Force Reservists be encouraged to seek out foreign students enrolled at local colleges and universities with a view to inviting them into their homes.

These visits would permit the students to see democracy at work and show them the sincerity of our friendship. Upon return to their homes, these students will become active participants in their respective countries—in industry, economy or government. The close association with Americans would, with little effort, help fight the malignant spread of communism.

In his proposal, Col. Sandoval pointed out that many Air Force Reservists had served overseas in foreign countries and had been well received by the various populations. He feels that his plan offers great opportunity to return the favor. He also pointed out that many young students become disillusioned and disenchanted with America because they have no opportunity to meet Americans in their homes. Col. Sandoval believes that much misunderstanding can be erased in as little as one visit of a few hours.

Several thousand Foreign Exchange Students, representing the Free World, are presently enrolled in colleges and universities throughout the United States. They may be contacted through the Institute of International Education, 1 East 67th Street, New York 21, N. Y., or through college faculty members serving with Air Force Reserve units.

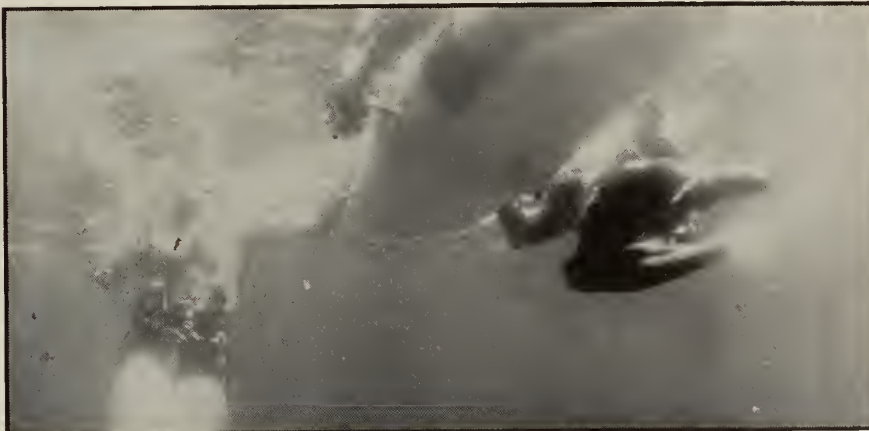
AF Reserve Bands—A study is underway as to the feasibility of organizing Air Force Reserve bands in the larger metropolitan cities.



The 8478th
Air Terminal Squadron (Reserve)
in a Special
Training Exercise
Highlighting...

SURVIVAL AT SEA

by Capt R. B. Erdlitz, AFRs



Air Force Reservists display underwater agility during training with the pneumatic life raft.

Lt. Eugene Turano demonstrates proper life raft procedures in the shark channel at Miami's Seaquarium

A special training exercise, "Survival at Sea," was conducted by the 8478th Air Terminal Squadron (Res) at Miami's fabulous Seaquarium on July 12. The Seaquarium, also known as the "City of Fish," contains many of the strange and unusual creatures that inhabit the oceans of the world.

Prior to arriving at the Seaquarium, the local Reserve unit met at the 2677th Air Reserve Center in Miami where they were given a briefing on ditching at sea and the odds which are so much in their favor on survival. The briefing included a detailed summary of recommended action upon ditching, with emphasis on personal behavior, knowledge and care of life-saving equipment, protection against the elements of weather, and signaling procedures. Health problems which might be encountered, such as seasickness, salt water sores, immersion foot, sore eyes, constipation, difficulty in urinating, parched lips, frost bite and sunburn were all thoroughly discussed.

The squadron, numbering over 68, was met at the Seaquarium by Captain William Gray, Director of Collections and Exhibits, and one of the foremost authorities on the undersea world, having spent over 40 years on the sea.

The first part of the training exercise was held on the upper deck of the main tank at the Seaquarium. Experts on personnel equipment demonstrated such items as the type B-5 life preserver, one-man pneumatic life raft, and all the component items accompanying each. Several Reservists participated in actual jumps into the large tank which contained some of the largest fish in captivity, such as sawfish, sharks, porpoises, barracudas, giant turtles, morays and miscellaneous denizens of the sea. The jumps and underwater swims by the Reservists were approved and supervised by personnel of the Seaquarium who were on guard and familiar with the fish within. Practice in boarding and righting the rafts was conducted in the midst of the sea world. The thrill and excitement of training in a tank full of sea creatures so feared and talked about was sensed by all participants.

The squadron then moved to the shark channel, where Captain Gray discussed the sharks in detail. A life raft was put in the channel and a Reservist dropped into it from the

side wall. No one was allowed in the channel water as sharks are notoriously unpredictable and their feeding had been withheld the previous day for our benefit.

Dead king fish were then tied on ropes and lowered into the channel. The sharks, sensing the food, immediately charged the fish, biting, teasing and devouring it. A man, under similar shark attacks, would be torn to bits in seconds.

Captain Gray told us how the shark is among the most perfectly constructed creatures—some forms having survived for two hundred million years. "But," the veteran shark-hunter told us, "they are half blind, dumb and cowardly."

Your chance of running into an aggressive shark is infinitesimal, even though there are millions of sharks in the sea. Under the circumstances, sharks will attack—sometimes, but the majority, no. "Do not panic," was his advice, "as panic is a greater danger than sharks." Sharks seem to be attracted to food by smell and vibrations, therefore splashing on the surface attracts sharks, and it may sound like the frantic skitterings of a school of small fish or even a wounded animal. Swim away from the shark with smooth even strokes, and avoid his path. If we Reservists received no guarantee that sharks are not menacing, we were assured about barracuda. Captain Gray said he considered the possibility of barracuda attack as negligible.

Our education in the sea world museum taught us that existence in the sea depends upon our understanding its environment and ourselves. We know now that man's fate oftentimes is the result of his lack of understanding of the consequences of his own acts, but above all, we know the facts of survival.



Status of Standbys

Major changes of USAF policy in the Air Reserve Center program are certain to put tighter restrictions on Standby Reserve training beginning with the new semester this fall. These policy changes will affect every Air Force Reserve group, squadron and detachment throughout the nation.

Some 18,000 *Standby* Reservists will be directly affected. Henceforth, all Standby training will be adjunct and geared to the training of the Ready Reserve. No new classes consisting solely of Standbys will be started using paid instructors. Separate classes for Standbys already in existence will be phased out. However, such classes can be saved by bringing them up to strength with the required number of Ready Reservists—a minimum of five in each class.

Basis for the shift in emphasis is the recently published AF Regulation 50-11 (18 June 1959), which states in part (par. D.) "Since funds may be expended only for those Reserve programs which reflect mobilization requirements of the Air Force, training provided in Air Reserve Centers will be programmed and supported on the basis of Ready Reserve participation." This means that *Standby* training at Air Reserve Centers will be tied to and be available only through Ready Reserve programs.

When Air Reserve Centers set up new classes this month, such as the Staff Development Course, each must have an enrollment of at least five Ready Reservists. This is the minimum number. However, within Continental Air Command, the overall ratio of *paid* instructors to Ready Reserve enrollment must not be less than one instructor for 12 trainees. Standby Reservists may participate in Center training program on a voluntary basis if:

- They are unable to qualify for mobilization assignment;
- They accept and meet the same course requirements as Ready Reservists;

- Total student load is not beyond maximum class size, and space and chairs are available;

- Participation is at no cost to government, except for training materials and maintenance of personnel records.

Phase-in Period

Air Reserve Center commanders have been advised to plan phasing-in the new program beginning with the new semester, and have it fully implemented by end of the fiscal year, June 30, 1960.

Three significant changes are directed by AFR 50-11:

- 1.) Revised criteria for classes to train Ready Reservists (As mentioned earlier, at least five Ready Reservists per class, but with an overall CONAC enrollment of one paid instructor for 12 Ready trainees.)
- 2.) A new Air Force training evaluation form called Summary of Ready Reserve Training Accomplishments (AF Form 70). The Form 70 will be prepared on each Ready Reservist on completion of his annual duty tour and again on completing an academic year at his training center. Each Reservist will fill out that part of the form summarizing training. For staff members Form 70 will be filled out semi-annually, and again on completion of active duty tour.
- 3.) Collateral training programs solely for training Standbys will no longer be authorized. All trainees, both Ready and Standby, will be required to meet the 24 training period attendance re-

quirement. Collateral training may be scheduled by a Center in addition to the 24 scheduled training periods.

This may include "commander's call"; specially scheduled major air command briefing team programs; and such collateral classes as small arms training, etc. Standby training is *not* being discontinued under AFR 50-11, but it is being fitted into the framework of Ready Reserve training.

A USAF spokesman, explaining the policy changes, cited these reasons: "Requirements for Reserve personnel, both in units and as individuals, are based on approved war plans. . . . These requirements are carefully evaluated by the Air Staff. They are finally reviewed by the Joint Chiefs of Staff and the Department of Defense. These requirements, covering the period from D-Day through six months, become the sole justification for maintaining an Air Force Reserve program," he added.

A Department of Defense directive issued in March 1956 authorizes Standby voluntary, non-pay participation in Reserve training. The same directive authorized the secretaries of the military departments to make sure funds for Reserve training are adequate "but not in excess of those necessary to meet mobilization requirements."

Training for Standbys

Standby Reservists may take two types of training—Air Reserve Center and Extension Course Institute programs. Hereafter, Center training for Standbys will be tied to Ready Reserve participation classes. On an average, it is estimated that about 10 Standbys can be enrolled in Ready Reserve classes to maintain the 1 to 12 instructor-student ratio with CONAC. This will vary in individual classes.

Center commanders have been advised not to organize detachments unless a minimum of 10 Reservists—six of them in Ready status—are enrolled. Maximum size for most classes is 20 to 25 students. Teamwork between Reservists and CONAC personnel is being urged to bring all units up to required Ready enrolled strength.

While last February 326,000 Standby Reservists showed up in the Air Force inventory, only 30,000 Standbys were participating in any kind of training.

Of these, about 18,500 are in Air Reserve Centers; 11,500 enrolled in ECI courses. (It is interesting to note that the current war requirement for individual Reservists totals 180,000 personnel, according to USAF personnel planners.) More than 91 percent of the Standbys getting training are officers. But the officer group is just over one-fourth of the total Standby inventory, USAF figures reveal. It is the 18,500 Standbys training in Reserve Centers who will be affected by the AFR 50-11 policy.

By law Standby Reservists may be recalled to full military duty only in event of national emergency or war declared by Congress. A sample survey for USAF carried out by Selective Service recently asserted that more than 19 percent—nearly one out of five would be unavailable to the Air Force in time of war. Also, the sampling found that 50 percent of the Standbys said they would not accept a Ready assignment if one were offered. Meanwhile, current USAF war plan requirements for individual Reservists total 180,000. About 39,000 Ready Reservists were participating in training against this requirement, as of June 30, 1959.

While CONAC realizes that some Reservists encounter problems in finding a Ready Reserve position, the overall Ready requirement is large enough, and training categories flexible enough, to accommodate most of those who have a desire to take on a Ready position.

ART Plan in Action

The Air Reserve Technician Program has been completed or is in final stages of implementation at all Air Force Reserve troop carrier locations. In addition, experience has verified the logic of extending the program to Reserve Air Rescue units and action is scheduled for October 1959.

Sufficient time has elapsed to take the first objective look at the results which have been achieved, the problem areas encountered, and the future of this long sought program. At this point it can be said that the basic principles are sound, that great strides in providing for self-supported and trained Reserve organizations have been made, and that the Reserve forces have assumed this task with a degree of efficiency and economy not heretofore achieved.

Results to date must be analyzed in the light of what was expected; the scope of the undertaking; and the problems involved. In this area the objective was the attainment of self-sufficient Reserve units by the end of Fiscal Year 1959. This, of course, meant the recruitment and selection of a complete complement of Air Reserve Technicians, the orderly assumption of support and training responsibilities from the active duty unit involved, and finally, evidence of the ability to continue or accelerate progress toward standards and goals related to mobilization readiness. Manning of the Air Reserve Technician complement with well qualified personnel was basic and essential to achieving this objective. In terms of numbers the minimum goal of 95 percent manning has been reached at most locations. However, critical vacancies remain at some locations. From a quality standpoint there is no reservation that this hard core force is the best! The manner in which support and training responsibilities have been assumed, and the systematic evidence of ability to move ahead with the total job, leave little doubt about this.

Shortage of Skills

The first year has had its problems; many of which were recognized prior to implementation and some which were unforeseen. While this was to be expected in an endeavor so completely new, the problems complicated an already major task. First, was the qualification standards for officer positions. Use of the competitive Civil Service system requires the establishment of specific experience and training requirements for all positions. Initial results indicated that efforts to insure the recruitment and selection of only the highest quality personnel resulted in standards that were unrealistically high. Reevaluation and appropriate revision of many of these standards delayed the filling of many ART officer positions. Next, there was the unforeseen shortage of certain skills in the Reserve inventory and the general labor market. Paramount are rated Aircraft Maintenance Officers at the GS-11 and GS-12 levels. Additional vacancies, while not substantial, continue to exist at many locations. They include Communications Officers, GS-9, and at the airman level; Military Personnel and Administrative Specialists, GS-5 and GS-6; Production Control Specialists (aircraft), GS-6 and G-7 and general clerical positions with a grade of GS-3. Requests for information concerning these, as well as other technician positions will continue to be welcomed at all Reserve troop carrier locations.

Finally, there was the problem of qualified personnel

possessing Reserve grades higher than those authorized the ART positions involved. In the case of airmen, adjustments were possible through reenlistment. The same has not been possible, where officers are concerned, though a number of possibilities now under consideration may provide partial or even complete relief in the immediate future. While each of these problems did have the effect of showing systematic transition from the Air Reserve Flying Center to the Air Reserve Technician concept of operation, no additional problems were generated in that connection. In fact, some real benefits accrued as a result of the essential close coordination, cooperation and understanding which was required by Reserve and Air Reserve Flying Center personnel to bridge the transition gap.

Now that the first major phase of the program is history, it remains to be refined and developed consistent with long range needs. These needs must include the best interests of the Air Force in conjunction with those of the individuals making up the program—the *Air Reserve Technicians*.

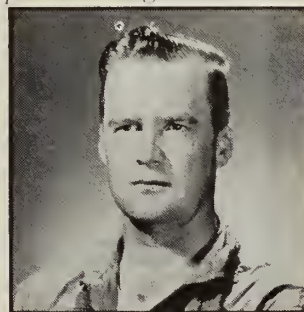
Though not perfect from its inception, the knowledge and thought expended on this program during its first year have brought to light numerous areas which require attention to insure that maximum potential continues to be achieved many years hence. These areas include career development (to include continuous technical, management and tactical indoctrination), career progression (to include a formalized program-wide ART promotion program), revised retirement criteria (to include an earlier retirement age) and numerous compensation considerations such as flight pay for Flight Mechanics.

The Reserve flying unit program now truly belongs to the Air Force Reserve and it is with pride that all can look to the future and another big stride forward by CONAC to insure the "Ready Now" concept.—L. C. Lingelbach, Director of Civilian Personnel, CONAC.

Handy Harris

Some people are accident prone, but SSgt Arthur D. Harris, AFRes, of the 706th TCSq, Barksdale AFB, La., is *emergency prone*. A flight mechanic

with his squadron during the recent Dark Cloud/Pine Cone II exercises at Donaldson AFB, S. C., Harris freed a jammed nosewheel with a broom handle and the plane landed without mishap. A week later he jumped into a runaway truck and brought it to a halt before it crashed into a building.



During one of the troop drops, a trooper of the 82d Airborne Division became entangled in his shroudlines and dangled helplessly behind the airplane. The trooper next in line was unsuccessfully trying to cut the lines, when Harris came to the rescue. The sergeant drew his own knife, which he always kept on hand for just such emergencies, and cut the lines before the helpless trooper smothered in the blast of air engulfing him outside the plane. The grateful paratrooper landed safely. "Handy Harris"—appropriately named by his colleagues—has the knack of being at the right place at the right time.

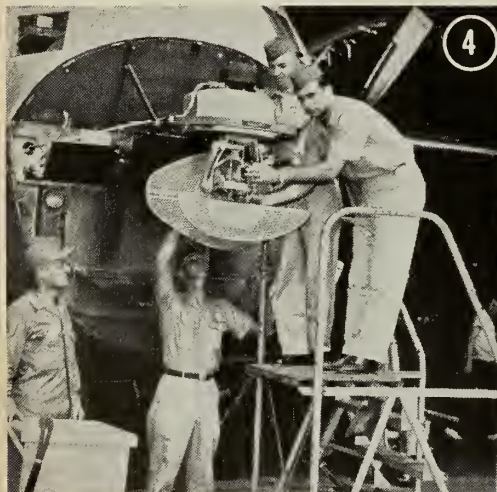
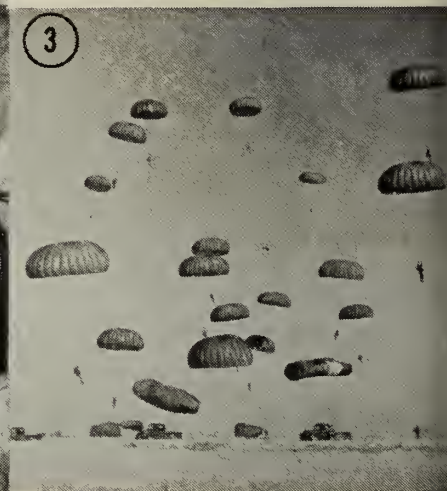


1. Their baggage piled before them, Reservists of the 349th Troop Carrier Wing relax during C-119 flight from Hamilton AFB, California to Boise, Idaho, to join in the July encampment exercise called *Idaho Eagle*. In all, 1,300 members of the Golden Gate Wing took part in personnel and equipment airlifts as well as paratroops. During the exercise, more than 200 paratroopers (101st Airborne) and 100,000 lbs. of equipment were airdropped with pin-point accuracy.

2. Pathfinders prepare for exit over Boise's Gowen AFB. *Idaho Eagle* again proved their value in setting up advance communications and marking out drop areas.



3. A sky full of canopies deposit men and equipment prepared for action. This was the climax of *Idaho Eagle*. Gen. O. P. Weyland, recently retired TAC cmdr., wrote Brig. Gen. Rollin B. Moore Jr., cmdr., 349th TCW: "I have been exceedingly gratified with the progress made by our reserve troop carrier wings—especially the 349th. With reduction in our regular troop carrier forces, you are now the backbone of our tactical airlift force and vital to the TAC mission."



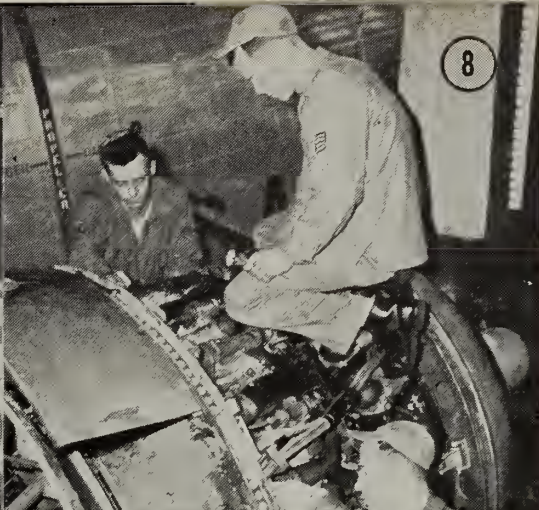
4. Members of the 202nd Communications Maintenance Squadron, Georgia ANG, work on a complex navigational unit in the nose section of a C-130 during 2-week active duty tour at Robbins AFB, Ga.



5. Air National Guard facilities form a backdrop for Air Reservists of the 452d Troop Carrier Wing as they pass in review before their commander Brig. Gen. John R. Allison and staff during encampment exercises at Gowen AFB, Boise, Idaho, in July. In addition to participation in *Idaho Eagle*, the 452d showed through varied training exercises that it was a combat-ready unit. There were 1,024 Reservists at the encampment—a wing record.

6. Here is a segment of the 446th Troop Carrier Wing. Dwarfed by a C-119, these 53 Reserve airmen—from APs to X-Ray technicians—took time from encampment duties to illustrate the teamwork required to adequately maintain and keep the flying boxcar in the air. Training took place at the San Jacinto Wing's home base, Ellington AFB, Texas.





7. Thunderbird solo pilot, Capt. Herman Griffin checks cockpit instruments with William Childs (r) one of the 56 CAP cadets participating in the July encampment at Nellis AFB, Nevada. Childs is a member of the ANG, parachutist, gymnast and diver. He also participated in Nevada's Air Guard encampment (August).

8. On-the-job training performed by members of the Consolidated Aircraft Maintenance (CAM) Squadron helped the 440th Troop Carrier Wing (Milwaukee, Wisc.) achieve a perfect maintenance safety record during its July encampment at Bakalar AFB, Ind. The attendance of 1,397 Reservists was a new record for the wing.

9. The 301st Air Rescue Squadron out of Miami International Airport practices rescue tactics in their SA-16s off Florida's coastal waters during early August encampment. The 301st, activated on August 18, 1956, is credited with the first actual rescue by a reserve Air Rescue squadron when it picked up three survivors of a mid-air collision near the Isle of Pines, Cuba, in January 1957.



SUMMER ENCAMPMENTS 1959

Cliche—or not—a picture is worth a thousand words. If this axiom holds true, the space-limited *Air Reservist* has, with 16 pictures, compressed 16,000 words into these three pages.

Economy notwithstanding, many newsworthy photos came out of the 1959 summer encampments held by units of the Air Force Reserve and Air National Guard throughout the United States. This is a pictorial salute to some of the units which participated. Unfortunately, many fine photos were received after the deadline and could not be used.

Singled out for special attention were Exercise *Idaho Eagle*, an interesting adventure which vividly pointed up the Air Force Reserve's troop carrier capabilities, and *Minutemen '59*, a test of the Air Guard's tactical reconnaissance readiness.

More photos, page 10

10. Inspection visit of 512th Troop Carrier Wing, Willow Grove NAS, Pa., during 2-week active duty training at Grenier AFB, N. H., by Regular AF Advisory Wing Commander of the 446th Troop Carrier Wing (Ninth AF). From left: Brig. Gen. John S. Bagby, cmdr., 512 TCW; Lt. Col. Earl C. Anderson, Deputy cmdr., 512th and Brig. Gen. Clyde Bax, cmdr., 464th TCW. The 512th (Delaware Valley Wing) is manned by Reservists from four states—Delaware, Pennsylvania, New Jersey and Maryland.





11. "Load up," is the order, and black capped loading experts from the Air Force Reserve's 14th Aerial Port Squadron (Sewart AFB, Tenn.) supervise the stowing of essential equipment for an encampment exercise labeled Minuteman 59. The purpose of problem was to test tactical reconnaissance reaction and readiness and required that the 152d (Meridan, Miss.) and the 106th (Montgomery, Ala.) Tactical Reconnaissance squadrons respond to mobilization alert within 24 hours. The tac recon units met both tasks, thanks to airlift capabilities of the AFRes' 302nd (Clinton County, AFB, Ohio) and 445th (Dobbins AFB, Ga.) wings, as well as that of the 14th Aerial Port Squadron.

12. Air Guard and Air Force Reserve crews get final weather briefing as Minuteman 59 gets underway. "Ceiling 300 ft.—visibility three miles in fog. No questions? Let's go."

13. At Montgomery, Ala., ground crewman of the 160th Tactical Reconnaissance Squadron make sure that the RF-84F's batteries are up to standard before take-off for Minuteman 59. TAC's Ninth Air Force laid on the first photo mission less than 45 minutes after the initial alert. In 22 minutes, the aircraft was fueled, cameras loaded and the 160th was on its way to a target 900 miles away.



14. C-123s on line at Dobbins AFB, Ga., prior to 445th Troop Carrier Wing's departure to Memphis Municipal Airport where unit participated in Minuteman 59. The C-123 crew (above) planning flight are l-r: Lt. Col. James T. Elkins, SSgt. Charles R. Littlefield, and Capt. Walter E. Norwood. More than 700 Georgia Reservists joined their 500 fellow wing members from Tennessee in what Col. George H. Wilson, cmdr., termed "the most successful encampment in Dixie Wing history."

15. Unidentified airmen of the 188th Fighter-Interceptor Squadron, New Mexico ANG, feed 20mm cannon shells into an F-100 during June encampment at home site, Kirtland AFB, N. M. The New Mexico Air Guard received the Spaatz Trophy and Air Force Association Award in 1956. In 1958, it became the first Reserve unit to receive supersonic aircraft, the F-100 jet fighter.

16. Doctors and nurses, members of the 637th USAF Hospital (Reserve), prepare for indoctrination flight in a C-47 during June encampment at the 3380th USAF Hospital, Keesler AFB, Miss.



Reserve Strategists . . .



Part of the 67 senior Air Force Reserve officers who attended the first National Strategy Seminar held at the National War College in Washington, D.C., above, after receiving diplomas. Two hundred Armed Forces Reserve officers attended the two-week course prepared by the Foreign Policy Research Institute of the University of Pennsylvania and sponsored by the Reserve Officers Association and the Institute for American Strategy. The agenda, which included Soviet strategy and tactics, the nature of the communist threat, and other aspects of the world situation, featured guest speakers Allen W. Dulles, director of CIA; Senator Paul Douglas; Congressman Walter Judd; Dean Acheson; Henry A. Kissinger, Harvard University; Eugene Lyons, Reader's Digest; Lt. Gen. Arthur G. Trudeau, chief of Army Research and Development and William C. Sullivan, FBI. Col. Jack Egan, AFRes (photo foreground), served as seminar project officer.

M-Day Openings

The Air Training Command has announced a number of openings for M-Day assignees throughout the command within the United States. Included are officers and airmen positions calling for 24 or 48 four-hour inactive duty training periods, with a 15-day active duty tour, each year; or for only a 15 or 30-day active duty tour. Assignment particulars can be furnished by the Reserve Affairs Section at the installations listed below:

Vance AFB, Okla. (3575 Plt Tng Wg): Officers—Medical; Airmen—Aircraft Maintenance, Utilities, Transportation, Supply, Administration and Medical.

Greenville AFB, Miss. (3505 Plt Tng Wg): Officers—Medical; Airmen—Draftsman, Communications, Aircraft Maintenance, Utilities, Transportation, Administration, Personnel, Air Police, and Medical.

Randolph AFB, Tex. (3510 Fly Tng Wg): Officers—Legal, Chaplains and Medical; Airmen—Communications, Aircraft Maintenance, Automotive Maintenance, Utilities, Statistical Services, Transportation, Supply, Finance, Administration, Special Services, Air Police, and Medical.

Amarillo AFB, Tex. (Amarillo Tech Tng Cen): Officers—Medical; Airmen—Aircraft Maintenance, Metal Working, Utilities, Transportation, Food Service, Supply, Finance, Statistical Services, Administration, Aircraft and Missile Maintenance, and Medical.

Stead AFB, Nev. (3635 Fly Tng Wg): Officers—Legal, Chaplain and Medical; Airmen—Aircraft Maintenance, Metal Working, Construction, Utilities, Firefighting, Transportation, Supply, Finance, Administration, Information Services, Air Police, and Medical.

Reese AFB, Tex. (3500 Plt Tng Wg): Officers—Chaplain and Medical; Airmen—Photographic, Communications, Aircraft Main-

tenance, Automotive Maintenance, Construction, Utilities, Firefighting, Transportation, Administration, Personnel, Air Police, and Medical.

Lowry AFB, Colo. (Lowry Tech Tng Cen): Officers—Medical; Airmen—Communications, Aircraft and Missile Maint, Aircraft Maintenance, Munitions and Weapons Maintenance, Automotive Maintenance, Metal Working, Construction, Utilities, Firefighting, Food Service, Supply, Administration, Statistical Services, Air Police, Information Services, and Medical.

Mather AFB, Calif. (3535 Nav Tng Wg): Officers—Chaplain and Medical; Airmen—Communications, Aircraft Maintenance, Automotive Maintenance, Metal Working, Construction, Utilities, Firefighting, Transportation, Supply, Administration, Personnel and Medical.

Harlingen AFB, Tex. (3610 Nav Tng Wg): Officers—Medical; Airmen—Aircraft Maintenance, Automotive Maintenance, Metal Working, Construction, Utilities, Transportation, Administration, and Medical.

Craig AFB, Alabama (3615 Plt Tng Wg): Officers—Medical; Airmen—Utilities, Transportation, Supply, Finance, Statistical Services, Administration, Personnel, Air Police and Medical.

Chanute AFB, Ill. (Chanute Tech Tng Cen): Officers—Medical; Airmen—Aircraft and Missile Accessory Maintenance, Aircraft Maintenance, Metal Working, Construction, Utilities, Firefighting, Transportation, Food Service, Supply, Finance, Statistical Services, Administration, Personnel, Air Police, and Medical.

Lackland AFB, Tex. (Lackland Mil Tng Cen): Officers—Legal, Chaplain and Medical; Airmen—Munitions and Weapons Maintenance, Utilities, Transportation, Food Service, Supply, Administration, Information Services, Personnel, and Medical.

Perrin AFB, Tex. (3555 Fly Tng Wg): Officers—Legal and Medical; Airmen—Metal Working, Construction, Utilities, Firefighting, Transportation, Supply, Administration, Personnel, and Medical.

Moody AFB, Ga. (3550 Fly Tng Wg): Officers—Operations, Manpower, Chaplain and Medical; Airmen—Aircraft Maintenance, Utilities, Firefighting, Transportation, Supply, Administration, and

Keesler AFB, Miss. (Keesler Tech Tng Cen): Officers—Medical; Airmen—Communications, Radio-Radar Systems, Aircraft Maintenance, Automotive Maintenance, Metal Working, Construction, Utilities, Firefighting, Transportation, Food Service, Supply Finance, Statistical Services, Administration, Information Services and Medical.

Laredo AFB, Tex. (3640 Plt Tng Wg): Officers—Fuel Supply Officer, Legal and Medical; Airmen—Communications, Aircraft Maintenance, Metal Working, Construction, Firefighting, Transportation, Supply Administration, and Medical.

Webb AFB, Tex. (3560 Plt Tng Wg): Officers—Medical; Airmen—Communications, Aircraft Maintenance, Metal Working, Utilities, Firefighting, Transportation, Administration, and Medical.

Sheppard AFB, Tex. (Sheppard Tech Tng Cen): Officers—Medical; Airmen—Intelligence, Communications, Wire Maintenance, Aircraft and Missile Accessory Maintenance, Aircraft Maintenance, Automotive Maintenance, Metal Working, Construction, Utilities, Food Service, Supply, Finance, Administration, and Medical.

Air University Courses

Training spaces for Air Force Reservists at the Air University's (Maxwell AFB, Ala.) Air Command and Staff College, have been announced for balance of Fiscal Year 1960. Reservists desiring to attend these courses are advised to contact their local units for application deadline. Academic Instructor Courses: Class 60-A 4 Jan 60-12 Feb 60; 60-B 23 Feb 60-1 Apr 60; 60-C 11 Apr 60- 20 May 60; 60-D 31 May 60-8 Jul 60. (Class 60-D is limited to *officers only*. Both officers and airmen may attend other classes. This course is open to all Reservists who instruct or supervise instructors and who meet the prerequisite qualifications as indicated in the USAF Training Prospectus. All Reservists who apply for this course must be assigned as an instructor or supervisor for instructors for at least 12 months after successful completion of this course.) Squadron Officer School: Class 60-A 11 Jan 60-15 Apr 60; 60-B 25 Apr 60- 29 Jul 60. (Reserve officers must be in the grade of Lieutenant or Captain and have a total federal commissioned service of more than three but not more than seven years.)

SPACE LAW SYMPOSIUM—New York's Judge Advocate General's Department Reserve flight of the 9207th ARSq sponsors the first Space Law Symposium on October 15, at 7:00 p.m. in the U. S. District Courthouse, Foley Square, New York City. The symposium will discuss the necessity of establishing an international code to regulate the use of outer space for peaceful purposes to guard against international friction and confusion. Guest of honor will be Sir Leslie K. Munro, KCMG, KCVO, current official representative of the United Nations, former Ambassador from New Zealand to the UN and US, and former President of the General Assembly. Also participating will be Professor Philip C. Jessup of Columbia University, eminent authority on International Law and author of many works in the field of international and space law, and Maj. Gen. Reginald C. Harmon, Judge Advocate General, USAF.

SURVIVAL AND EVASION—Three air crews, made up of nine Air Force Reservists from the 446 Troop Carrier Wing (Reserve) at Ellington AFB, Texas, will have 48 hours to survive, evade capture, and return to base after simulated bail outs within a 25 mile radius. Wearing flight uniforms with identifying arm bands and lettering, the crew members—in three different groups and equipped with survival equipment plan to stay hidden during the day and travel at night. If detected and "touched" by the enemy (any citizen except other Reservists) their capture will result in a \$25 reward to the citizen. The plan—publicized in news media—is the idea of the Wing Commander, Colonel Russell F. Gustke, to enable the Reservists "to prove that their full time civilian jobs have not made softies of them."

HOSPITAL AIRLIFT—Another first for 4AF. Long Beach's 616th AF Reserve Hospital unit was airlifted by C-119s of the 452d Troop Carrier Wing (Res) to Mountain Home AFB, Idaho—750 miles non-stop. The 616th took over a brand new 100 bed hospital at the Idaho SAC base. At press time, a similar airlift was also scheduled, this time San Francisco's 631st Hospital was preparing to take-off to the Idaho base aboard the 349th TCW *Flying Boxcars*.

OPERATIONALLY READY—Long Island's 514th Troop Carrier Wing successfully made 228 take-offs and landings in their C-119 *Flying Boxcars* beginning 8:30 a.m. on a recent Saturday and continuing around the clock until 3:00 p.m. Sunday. It was part of its annual Operational Readiness Inspection (ORI), conducted every year in each of CONAC's 15 Reserve Troop Carrier Wings throughout the nation.

SAFETY AWARDS—CONAC's Flying Safety Plaques for October 1, 1958 to March 31, 1959 went to the 349th TCW (Res), Hamilton AFB, Calif., and the 133d Air Defense Wing (ANG), Minneapolis, Minn. Flying C-119s, the 349th TCW's four troop carrier squadrons, consisting of the 97th, Paine AFB, Wash., 312th, Hamilton AFB, Calif., 313th, Portland IAP, Ore., and 314th, McClellan AFB, Calif., racked up 7,367 accident-free hours. Flying F-89s and F-94s, the 133d AD Wing's three tactical squadrons flew 8,100 accident-free hours during the period. These squadrons include the 109th FISq, Minneapolis, Minn., the 178th FISq, Fargo, N. D., and the 179th FISq, Duluth, Minn.

NAME CHANGE—The Continental Air Command is still looking for a more appropriate and descriptive command name. CONAC presently encompasses—in a direct or supervisory capacity—the Air Force Reserve, Air National Guard, Civil Air Patrol, and National Search and Rescue Coordination System. The principal energies of CONAC, however, are involved in accomplishment of its extensive Air Reserve Forces (AFRes and ANG) commitments. Latest proposals received include CONAF (Continental Alert Forces); AMZAC (Air Mobilization Command); RAC (Reserve Air Command). Suggestions should be forwarded to Editor, AIR RESERVIST, OIS, CONAC, Mitchel AFB, N. Y.

SHORT HOPS

Three Reserve brigadier generals moved up to two-star rank when Air Force orders were issued in July. The new major generals are Clyde H. Mitchell, Clayton Stiles and John R. Alison. The same order promoted nine Reserve colonels to brigadier general—James M. Stewart, Theodore G. Kershaw, Barry M. Goldwater, John B. Montgomery, Charles F. Blair, Jr., Roy T. Sessums and John S. Bagby. . . . TSgt Anthony J. Rodrigue, 9795 ARSq, Louisiana, won first place honors over 2,000 entries in recent nationwide News Photo Contest. . . . From MSgt to Capt., AFRes, is the big jump made by Harold C. Bates, now full time ART communications officer of the 440th Ops Sq, 440th TWg. . . . Promoted to Colonel, AFRes, James A. O'Gorman, Pastor of St. James Church in Redondo Beach, Calif. He serves as staff chaplain while on duty as an M-Day assignee at Hq 15AF. . . . ROA's Distinguished Service Citation awarded to Maj. Gen. John W. Persons, retiring 14AF commander and Maj. Gen. Richard A. Grussendorf, Hq USAF, in separate ceremonies. . . . New Deputy Commander for the 514th TCWg at Mitchel AFB, N. Y. is Col. Campbell Y. Jackson, formerly of the 459th TCWg at Andrews AFB Washington, D. C. In addition to being the first ART commander appointed in CONAC, Col. Jackson also earned his paratrooper wings at Ft. Benning Ga. in December 1957. . . . 9214 AR Group reassigned from Detroit AResC to 2660 AResC in Grand Rapids, Mich. . . . Maj. Gen. D. W. Hutchinson, 9AF commander, was visitor at the 440 TCWg's encampment at Bakalar AFB, Ind. . . . A special staff study assigned to and conducted by Maj. Horace W. Harding, 9718 ARSq (Kansas City), while on annual short tour at CADF Hq, was adopted and ordered implemented. Well done! . . . New ART cmdr and deputy wing cmdr for 459 TCW at Andrews AFB is Col. Charles D. Briggs, Jr., veteran combat bomber pilot in the Pacific. Recalled in 1950, he flew B-36s for SAC thru 1954. . . . Capt. Norvel Lee, AF Reservist with the 459 TCWg has distinction of a win over world heavyweight champ Ingo Johansson. The victory resulted in Lee being crowned the world's amateur heavyweight champion. . . . New C.O. of the 7th Aeromedical Evacuation Group (Res) is Col. D. E. Losasso (MC). The new medical Reserve unit at Greater Pittsburgh Airport (Pa.) will be largest of its kind in U.S. . . . One day traveling instructors' workshops, designed to improve instruction and develop qualified instructors for Air Force Reserve units throughout Kansas, are being conducted by the Wichita, Kansas, Air Reserve Center training guidance staff.



Col. Jackson

Air Guard: Conn. ANG won two of the three major state matches at annual State Rifle and Pistol Match. . . . Airmen making up rifle and pistol team representing 106 Aeromed. Transport Gp (NY ANG) copped eight medals in N. Y. state championship matches. . . . Betty Lou Miller of Boise is first nurse appointed as an Idaho ANG officer in the 124th USAF Dispensary. The new 1st Lt is also the first woman guardsman in the history of the Idaho National Guard. . . . Virginia's 149 Fr Tac Sq played host to 5,000 people during recent "Neighbor Days" open house. Fine community relations.

CAP: AVEA (Aviation Exchange Alumni) headquarters squadron in N.Y.C.—activated in March—is in full swing under the command of Lt Col Fred Schlegel. Membership in AVEA is open to cadets and escorts who participated in the International Cadet Exchange or Intra-National American Cadet Exchange. Eligible personnel should write to Hq AVEA, 108 East 79th St, N. Y., 21, N. Y.

Air Force Nurse — in Reserve



A glance at employment advertisements in any nursing publication will substantiate the fact that while nurses seek good pay and excellent working conditions, they are most seriously concerned with career development. Along these lines, the Air Force Reserve, with a requirement for 1,200 nurses in the Category A units, offers splendid opportunity for career development since it organized several Reserve medical units throughout the United States.

Ordinarily, nurse procurement would pose grave problems for the Air Force Reserve were it not for the fact that Reserve medical units offer comparable pay benefits and even more specialized opportunities for technical and professional training than in civilian life. Nominally, the need is for nurses with experience in administration, neuropsychiatry, operating room, anesthesia, teaching, and general duty. While these are relatively normal functions in most civilian medical facilities, their application in Reserve medical units presents a different challenge. Much emphasis, with regard to nurse preparation in Reserve medical units, is placed on disaster nursing. Because of the complexity of operations of this nature the nurse is offered new horizons in her professional career.

Categories

Air Force Reserve medical units consist of three separate categories, and each requires extensive and specialized individual nurse training. Its three elements are basically concerned with situations akin to disaster medical service since combat conditions may be considered as such. There are casualty staging units whose prime function is the reception, shelter and temporary medical care of the sick and wounded. There are ten of these units. The most recent innovation in the Air Force Reserve is the aeromedical evacuation unit which requires specialized medical attendants and equipment for in-flight care of patients. There are also ten of these units. The final link in this important chain are 250, 500 and 1,000-bed hospitals which can provide full diagnostic and therapeutic service in the field of general medicine and surgery. There are ten USAF Hospital (Reserve) units throughout the United States.

Wherever possible, registered nurses with prior military service are being sought. Within this group are many nurses who have completed a tour of active duty with the Air Force and were then transferred to the Non-Affiliated Reserve Section (NARS). Approximately 30 percent of the required 1,200 nurses could be filled from this category. Other sources may originate from nurses with prior military service, but no present Reserve affiliation. A third group of nurses, with no prior service, may be directly recruited from civilian life.

Nurses on flight status and assigned to aeromedical units will be required to attend the six-week Flight Nurse Course conducted at Brooks Air Force Base, Texas, unless previously qualified. The Flight Nurse Course has proven one of the most popular because it provides opportunity for participation in training missions and exercises involving flying and in-flight procedures. Practice flying missions are conducted with the individual nurse's unit during which situation plans

are prepared and specific tasks performed.

All of the Air Force Reserve medical units are Category A organizations which train one weekend a month and for which training pay is offered. This required weekend training is accomplished through attendance at four training assemblies of four hours each per month. They are scheduled for weekends since they are least likely to interfere with civilian duties. These assemblies run concurrently over a weekend and the nurse receives one day's pay for each four-hour period. In order words, for two-days' spare time spent in training she receives four days' pay. In addition to pay for training, she is also entitled to points which will be credited toward retirement and promotion. Through this means the nurse may substantially supplement her civilian income and provide for her security in later years. Each year, usually during the summer months, she will attend a two-week active duty training tour with her unit at an Air Force Base. For this she will receive full pay and allowances for her grade. Based on the grade of captain, the Air Force Reserve nurse will average approximate \$800 annually in extra income from her Reserve duties.

Schools Available

Additional opportunities to increase proficiency in a chosen specialty are provided in the Air Force Nurse Corps Reserve. Armed Forces schools, operated primarily for active duty personnel, are available to Reserve nurses. In addition to the previously mentioned Flight Nurse course, there is also an Indoctrination Course for officers of the Medical Service.

There are certain limitations regarding appointment of registered nurses without prior military service to membership in the Air Force Reserve. Nurses in this category must meet the following requirements:

- Unmarried or married without dependent children under the age of 18.
 - Maximum age of 35.
 - Male nurses are being accepted, but must have no selective service obligations.
 - Nurses must have active registration in at least one state of the United States, or in the District of Columbia. In addition, nurse anesthetists must have documentary evidence of current certification by the American Association of Nurse Anesthetists.
 - Applicants must be graduates of schools of nursing acceptable to the Surgeon General, USAF. Persons scheduled to graduate from schools of nursing may apply under the AF Reserve program three months prior to graduation.
- A concurrent tour of active duty in conjunction with appointment in the Reserve Nurse Corps is not required.

Since the prime mission of Reserve hospital units is in preparation for mobilization assignment, the nurse will undergo local training which will give both her and her group an opportunity to work together. Her background and experience will be utilized to provide on-the-job training of medical technicians who will assist her. Through her Air Force Reserve training she will be making important contributions to her career development. She will also make available a much needed service to her community and provide for her country's needs in the event of national emergency, or civilian disaster.

For further information regarding any aspect of the Nurse Corps Reserve program, visit your nearest Air Reserve Center or write direct to the Office of the Surgeon, Continental Air Command, Mitchel Air Force Base, New York.



Air Force Point of View

Viewpoints on policies affecting the Air Force and national defense. As key members of the Nation's aerospace arm, it is vitally important that all Air Reservists keep informed on current Air Force thinking.

On Space . . .

"The Air Force in fulfilling its responsibilities for national security considers space as a medium through which military operations can be conducted. Since aggression may come from space, we must be prepared to defend ourselves against it. Thus, the Air Force must continue to participate heavily in the scientific exploration of space and in the constant evaluation of the results. Only in this way can we carry out our responsibilities of providing future military space systems when they may be required."—Maj. Gen. Ben I. Funk, *Cmdr., Ballistic Missile Center, Air Material Command.*

On Modernization of Forces . . .

The Air Force is keenly interested not only in the modernization of its own forces but of those of the other elements of the DOD team. Because the Air Force has the primary responsibility of providing forces to "gain and maintain general air aerospace supremacy," and the collateral functions of providing forces to interdict enemy sea power and conduct antisubmarine warfare and protect shipping, and because the Navy has the collateral function of providing forces "to participate in the overall air effort as directed," the antisubmarine capability of the Navy is of interest to the Air Force.

Success of the Navy in reducing vulnerability of U. S. submarines, particularly Polaris submarines which could in the future make a considerable contribution to the strategic aerospace deterrent effort, is of special importance. Defense of U. S. submarines against enemy nuclear-powered submarines is a matter of concern to all who are responsible for our national security. Also of concern to those responsible for aerospace defense of the U. S. is the possibility of attack by ballistic or air-breathing missiles launched from enemy submarines. Therefore, the effort now being made by the Navy in antisubmarine warfare can contribute significantly to our offensive and defensive aerospace strength.

On Retaliatory Force . . .

Efforts to divert money from Air Force strategic offensive forces to other military projects takes many forms. One is to say SAC has "over-kill" capability. Secretary of Defense McElroy's answer to this: "It is an extremely difficult thing to determine when you have enough of a strategic retaliatory force. It will have to be enough *after* it has taken a full-scale nuclear attack."

What kind of targets must be hit? According to former Under Secretary of the Air Force, Malcolm MacIntyre, "an effort to maintain a capability to destroy *major military forces*, whether by bomber, submarine, ballistic missile or other means, should be unceasing, not because we would exercise it, but because, if we do not possess it, our capabilities are limited to mutual devastation."

On Perspective . . .

Flying at Mach 3, and with 7,000 mile un-refueled range, the Air Force B-70 will be the Free World's fastest moving, farthest ranging ballistic missile launch platform. . . . *Aerospace* is defined as the total expanse beyond the Earth's surface. . . . *The surface to surface* ballistic missile is only one of the aerospace offensive weapon systems to be used by the Air Force in the future. When the "20th Century Book of Piloted Aircraft and Spacecraft" is finally written, it should contain several thick chapters on ballistic missiles. . . . *Army Deputy Chief of Research and Development*, told Congress in April that "missiles require the lion's share of the R&D dollar—52 per cent. The increased level of fiscal year 1960 funds . . . reflects the high costs of two missile systems: Nike-Zeus and Pershing. Together these two weapons account for \$369 million or 70 per cent of the total for missiles. Development costs of these same two systems in 1958 was \$278 million." . . . **COLD WAR QUOTE:** "The tactics of our adversaries in the creation of a series of crises, or at least critical situations, vary from case to case. Undoubtedly they reflect a fundamental party doctrine that communism is to be promoted by constant struggle. The capitalist world is to be harassed and if possible thrown off balance by resort to whatever form of attack is best adapted to a given situation, whether it be psychological warfare, economic pressures, internal subversion, or outright military aggression."—Robert Murphy, *Dept'y Under Sec'y of State.*

On Deterrence . . .

Deterrence requires adequate military forces and the will to use them, former Under Secretary of the Air Force Malcolm A. MacIntyre recently told the National Editorial Assn.

"But it also requires that the enemy believe that you have both the capability and the willingness," he added. "This belief is exceedingly important in an age when the compression of time that the long-range missile represents does not permit industrial might and mobilization potential to count as much as forces in being."

What a potential enemy believes may be more important than what the facts may be, Mr. MacIntyre pointed out. "It may be that in fact we have weapons that could destroy him and that we have every intention of using them if he should attack us or our allies. Yet, he might not believe this if he misread our intentions or did not know of our military capabilities. Conversely, of course, his belief in either our capabilities or intentions may be greater than in fact is warranted. On this we should never count."

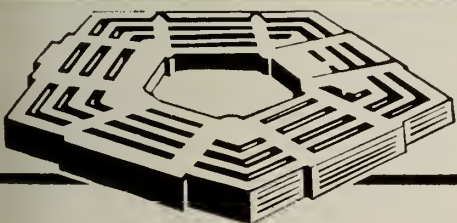
Dudley C. Sharp has replaced Malcolm A. MacIntyre as under secretary of the Air Force on August 1. Mr. Sharp was the assistant secretary of the Air Force for Materiel from October 1955 to January 1959. The new under secretary served in the Navy during WWII.

ROPA Promotions: Air Reserve Records Center has announced that a board of officers will convene on November 9-10 to consider approximately 1,000 eligible non-EAD Air Force Reserve officers for promotion to grade of first lieutenant. Eligible officers must hold promotion service date on or before September 30, 1957. Those selected will be promoted on the date they complete three years service. The selection board will also consider about 125 first lieutenants for unit vacancy promotions to the grade of captain. To be considered, each officer must have completed two years promotion list service and be recommended by his commander. . . . Also, 4,770 AF Reserve officers—not on extended active duty—will be considered for mandatory ROPA promotions to major and lieutenant colonel during balance of FY60. Boards will meet at the Air Reserve Records Center in Denver, Colo. on Nov 30-Dec 6 for majors, and Jan 13-17, 1960, for lieutenant colonels . . . (Section 8326 (f) Title 10, U.S. Code (formerly Sec 203-E of ROPA) says officers eligible for promotion may send a letter to the president of the selection board containing any information they desire the board to consider in their behalf. Non-EAD Reservists should address their letters to the President, Air Force Reserve Selection Board, Air Reserve Records Center, 3800 York St., Denver 5, Colorado. Letters should arrive at ARRC sufficiently in advance of the board's convening.

AFA On Military in Industry: Testifying before the Hebert Subcommittee, Air Force Association President Peter J. Schenk emphasized and urged the need for expanded use of retired officers in industry. Taking issue with charges that these officers may "hang up their integrity in the closet along with their uniforms," the AFA leader called for removal of all restrictions on their activity in defense industries, adding that "the integrity of the former military officer in an industrial post is sufficient protection for the public interest."

* * *

Congressional Hopper: The ROPA Amendment Bill now in Congress includes little publicized changes . . . The amendment covering officers who decline promotion because they fear being promoted out of a job, says that such a person cannot remain on the recommended list and will be considered a deferred officer. A second selection and turndown of the promotion would mean dismissal . . . Another amendment says that the best qualified officers for a unit or M-Day promotion would be made by the selection board; however, if no one is qualified for the position, no officer need be selected . . . Active duty officers on an obligated period of service would be promoted in Reserve grade without delay and without relieving them on obligated service. These officers will not get an insignia change—still no provision for that.



Pentagraphs

New Assignment Reg: New AFR 45-3, "Voluntary Assignment and Training Category of Individuals in Ready Reserve Mobilization Programs," (28 July 59) tells how AF Reservists are voluntarily assigned to training Category A units and mobilization assignment positions. Also explains what they must do to remain in such positions. The Reg. contains more positive assignment guidelines, several of the pertinent provisions of the proposed amendments to ROPA, removal of the age-in-grade limitations, and permits a promoted officer to retain his position in certain cases. It is more liberal in the interest of Reservists without relinquishing positive direction within the program.

* * *

WAAC Bill OK'd: President Eisenhower signed into law the WAAC Bill (P.L. 86-142) on August 7. Service in the Women's Auxiliary Corps after 13 May and before 30 September 1943 will be counted as active federal military service for all purposes except the right to promotion, provided that some active duty—in any of the Armed Forces—was performed after 29 September 1943. The bill does not provide for retroactive pay and allowances.

* * *

Reserve Strength Firm: Col. John W. Richardson, AFRes, president of the Reserve Officers Association, said last month that he has been assured by both the White House and the Department of Defense that the Reserve Forces will maintain their present strength during this fiscal year.

WAFs To Stay: "Forget it. There is absolutely nothing to the rumor," said Rep. Carl Vinson, House Armed Services Committee chairman, when asked about the report of possible discontinuance of women in the Armed Services. He further added that "the women in uniform are making a notable contribution to National Defense."

* * *

CAP Notes: Uniform wear spelled out for AF Reservist-CAP members. Those training with CAP in point-gaining activity will wear AF uniform. Reservists performing CAP functions as CAP members must wear prescribed CAP uniform.

* * *

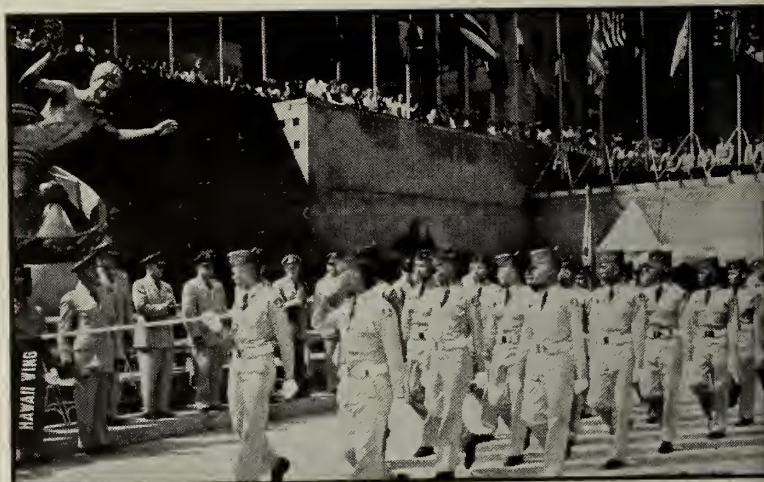
Air Guard Gets E-8s: Authority to establish slots and promote 1,004 ANG master sergeants to the grade of senior master sergeants has been passed down to units. The legal ceiling on the E-8 grade is two-percent of total enlisted strength of 63,000—or about 1,260. The current authorization falls short by 200, but Guard units may begin promotion immediately with no timetable for the phase-in of the new grade. Promotion will be held strictly against vacancy as the prime criteria. Masters must also hold the required AFSC as primary (or as additional for at least 90 days), have at least two years in grade as MSgt and make at least 100 in the appropriate seven level APT and 90 in the USAF supervisory examination. Masters must also have 10 years total service with eight years in an enlisted grade.

DEPARTMENT OF THE AIR FORCE
THE AIR RESERVIST
AIR RESERVE RECORDS CENTER
DENVER 5, COLORADO
OFFICIAL BUSINESS

USAF Periodical 30-1
No. 30H 9-59 404,264



This fetching Industrial Exposition Air Force Reserve display, sponsored by Miami's 435th Troop Carrier Wing, drew many spectators. The added attraction—on unidentified Exposition lovely—proved to all she was on "able-bodied" recruiter for the Flamingo Wing.



The crack Civil Air Patrol cadet drill team, representing Hawaii, poses in review after placing first in the 12th Annual CAP National Drill Competition at Rockefeller Plaza, NYC. The sharp stepping unit captured top drill honors over nine other teams in eight Civil Air Patrol regions in the United States, Hawaii and Puerto Rico.

RESERVE CAMERA



Sister Mory Aquinos, the Flying Nun, is welcomed to Hamilton AFB, Calif., by Maj. Gen. Sary Smith, 4AF cmdr (l) and Lt. Col. James A. Ward 4AF D/O. A licensed pilot since 1942, Sister Mory took over controls of C-119 of the 349th TCW when plane was airborne. Visit was part of a teacher indoctrination program of the base.



The USAF Flight Safety Plaque is presented to 446th TCW, Ellington AFB, Texas, by Col. Downs E. Ingram (l) deputy cmdr 10AF. Accepting award for the San Jacinto Wing is the cmdr, Col. Russel F. Gustke. The unit flew 5,113 accident-free hours during the last half of 1958.

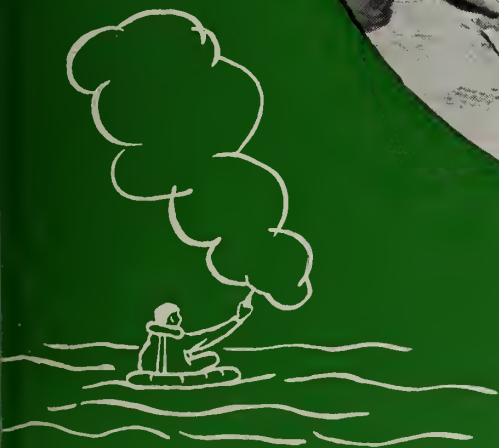
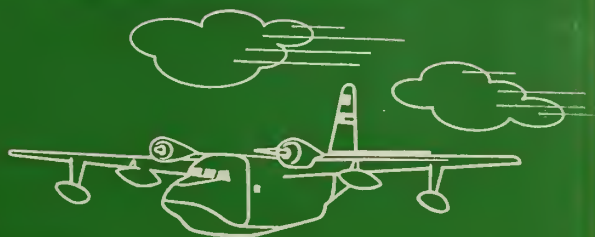
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THE AIR

Reservist



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READY RESCUE

... page 8

"Quote..."

"There has been considerable discussion recently, both in the active establishment and among the Reservists themselves, on the present and future role of the Air Reserve Forces. To set the record straight and to provide for a uniform understanding of this matter, my policy statement follows:

"I consider the Air Force Reserve and Air National Guard as useful and valuable parts of our over-all aerospace power and will continue to take advantage of their inherent potential. The Air Force not only intends to continue to support these components but also hopes to find new methods and new missions to make them even more useful."

THOMAS D. WHITE,
Chief of Staff, USAF

THE AIR Reservist

VOL. XI—NO. 9

AIR FORCE RESERVE AIR NATIONAL GUARD
CIVIL AIR PATROL



OCT.-NOV. 1959

Lt. Gen. William E. Hall
Commander, Continental Air Command

Lt. Col. Charles D. Frazer
Acting Chief, Office of Information, CONAC

EDITOR
Fred E. Giachino

ASSOCIATE EDITOR
Earl E. Lane

STAFF WRITER
TSgt William J. Turner

The Air Reservist is an official publication of Continental Air Command approved by the Secretary of the Air Force, in accordance with Public Law 476, Section 259, 82nd Congress. This law directs the dissemination of complete and up-to-date information of interest to the Air Reserve Forces.

Editorial Office: The AIR RESERVIST
OI, CONAC, Mitchel AFB, NY

The Material contained in The Air Reservist is listed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by the Secretary of the Air Force and the Director of the Bureau of the Budget 23 July 1958.

... PEOPLE



BRIG. GEN. JULIAN M. CHAPPELL, deputy chief of Operations, CONAC, has been named commander of the Air Reserve Records Center. General Chappell assumes command of ARRC on December 1, succeeding Brig. Gen. Winslow C. Morse, who is retiring from the Air Force. A West Point graduate, class of 1931, and a veteran pilot with more than 26 years' flying experience, General Chappell commanded the 50th Troop Carrier Wing in Europe during the crucial stage of WWII. His post-war assignments included duty at the Air War College where he eventually became deputy commandant. He later saw duty at the Pentagon with the Senate Liaison Office and on the Joint Chiefs of Staff's strategic plans group.

COLONEL RICHARD P. HANEY, Information Officer, Tactical Air Command, Langley AFB, Va., has been named chief of the CONAC Information Office. He replaces Col. Blake C. Miller, who has been reassigned as commander of the 2483d Air Reserve Training Wing, Scott AFB, Ill. Col. Miller recently was presented the Air Force Commendation Medal for meritorious service by Lt. Gen. William E. Hall, CONAC commander. . . . Lt. Col. Joseph H. Friedmann, editor of *The Air Reservist* and director of Internal Information, CONAC, for the past 16 months, has been assigned as director of Information, National Hq. Civil Air Patrol, Ellington AFB, Texas. Lt. Col. Charles D. Frazer, formerly director of Public Information, CONAC, succeeds him as director of Internal Information. Mr. Fred E. Giachino, who has been the associate editor of *The Air Reservist* since March 1956, takes over as the new editor.



BRIG. GEN. CHARLES F. BLAIR, JR., AFRes., was one of two F-100 jet pilots who made the first jet fighter flight across the North Pole recently. The two supersonic fighters (the other piloted by Capt. Robert Titus, USAF) landed at Eielson AFB, Alaska, covering 5,405 miles on the hop from Wethersfield, England, in 9 hours, 37 minutes. A veteran pilot for Pan American Airways with over 25,000 hours and 850 Atlantic crossings, Gen. Blair holds a Reserve M-Day assignment with Strategic Air Command. He was recently honored with the "Colonel Thomas L. Thurlow Navigation Award" for his "outstanding contribution to the science of navigation for the year 1958." Since his solo flights for a single-engine fighter across the North Atlantic to Europe and back by way of the North Pole in 1951, Gen. Blair has devoted much of his time to fighter navigation testing and development as special consultant to the USAF and NATO.



USAF Academy liaison officer, Lt. Col. Alfred J. Moorehead (l) gets first-hand impressions of Academy life from Codet Lt. Col. Joseph Higgins (Class of '60) at recent Liaison Officers' Conference held at Colorado Springs.

... PLANS

SENATOR J. STROM THURMOND (S.C.) and Representative H. Carl Anderson (Minn.) recently introduced identical bills in Congress to provide 200 C-130-type aircraft for USAF Reserve units.

The primary mission of these planes would be the transporting of members of the Strategic Army Corps to any section of the world where they may be called upon to extinguish brush-fire wars.

The C-119s and C-123s now used by the Reserve wings are assigned lift missions for TAC and MATS. In essence, Representative Anderson claims that the Army's three STRAC divisions now stationed in this country were originated with the idea of being ready and able to go anywhere in a hurry, yet they do not have enough air transport facilities to adequately meet this goal.

Both bills have been filed with the Armed Services Committees for future action.

THE DEPARTMENT OF DEFENSE is interested in ideas intended to further U. S. objectives in the cause of freedom and to create better understanding and cooperation with our friends and allies throughout the world. With this in mind, the Secretary of Defense has expressed his desire that everybody in the department, including all military and civilian personnel and their dependents, active, retired and Reserve, be given the opportunity to submit ideas in support of these objectives.

Since the best sources of ideas are logically from personnel who are on, or have been on the scene, and in daily contact with the peoples of various foreign communities, their suggestions will be handled expeditiously.

Suggestions may be forwarded through channels to Hq. USAF in accordance with the provisions of AFR 55-11, Section 5, last paragraph.

REPRESENTATIVES OF Hq. USAF and the Military Air Transport Service met at Hq. CONAC on October 15 to discuss future plans for the Reserve Navigator training program. High point of the meeting was the disclosure that all members of the Reserve navigator training program will perform two-week tours of active duty with MATS on over-water flights in FY 1961.

In an unprecedented move, MATS also revealed that it wants to issue *Reserve transport qualified* ratings to Reserve navigators, providing they can meet MATS flight check procedures. Heretofore, it has been impossible for other than MATS personnel to be considered MATS-qualified.

FIREPOWER DEMONSTRATIONS heretofore held by Tactical Air Command for officer students at Army service schools have been taken over by the Air National Guard. The 122d Tactical Fighter Wing (Indiana ANG), Fort Wayne, under the command of Brig. Gen. William R. Sefton, volunteered to take over the time-consuming job.

Both air and artillery units take part in the demonstrations, customarily held in the final days of each course. The air units show the techniques used in close support of ground troops—dive bombing, strafing, air-to-ground rocketry, napalm bombing, and newest of all, the over-the-shoulder technique of using tactical nuclear weapons.

TEN SENIOR OFFICERS will convene at the Pentagon on the 9th of this month to study and recommend new promotion procedures and policies in the Air Reserve Forces. Members of the committee are Lt. Gen. William E. Hall, CONAC commander; Maj. Gen. Robert E. L. Eaton, assistant chief of staff for Reserve Forces; Maj. Gen. Winston P. Wilson, assistant chief for Air National Guard; Maj. Gen. Harold R. Maddux, commander 10AF; Maj. Gen. Elvin S. Ligon, director of Personnel Planning, USAF; Maj. Gen. Clarence Shoup, chief of staff, Calif. ANG; Brig. Gen. Frank T. McCoy, Jr., AFRes, M-Day special assistant to the Secretary of the Air Force; Brig. Gen. John T. Foster, commander 433d TCW, Brooks AFB, Texas; Brig. Gen. Howard T. Markey, commander, 126 ADefWg (Ill. ANG) and AFA president; Col. John Richardson, AFRes., president of ROA.

... POLICY

RATED NON-ACTIVE DUTY Reserve officers not actively engaged in flying activities soon will receive questionnaires regarding their flying activities as one phase of an Air Force wide effort to identify officers who have a definite rated potential and those who are more valuable to the Air Force in non-rated specialties.

Meanwhile, the Reserve Forces Flight Status Selection Board has completed its first screening and evaluation of Reserve officers currently performing rated duties, and its findings are expected to be forwarded to commands and personnel concerned in the near future.

While many rated Reservists have been completely out of the flying game for some years—they are still carried in the Air Force inventory of rated personnel who would be available in an emergency. Meanwhile, most of these men have developed, through civilian experience or through Reserve training, other skills which could be of great value to the Air Force upon mobilization.

Inclusion of carry-over pilots in the rated Reserve resource

see POLICY page 6

OUTLOOK: The Air Force Team

High-level study groups and planning committees are vital adjuncts to the Air Force and its components in a continuing quest to achieve necessary objectives. Seminars, conferences, conventions and symposiums further influence many decisions of the military. The following is a round-up of current trends, statements and resolutions which may affect the future of the Air Force team.

■ C/S SEMINAR

Secretary of the Air Force James H. Douglas and Vice Chief of Staff General Curtis E. LeMay were the principal speakers during the second Annual Reserve Forces Seminar at the Pentagon on September 24-25. The purpose of the seminar was to acquaint some 250 key Air Force Reservists with the current Air Force position and its objectives as a military instrument of national defense.

General LeMay declared that the Air Force program is being evaluated budget, manpower, and resource-wise in order to assure the best combat capabilities with the resources available.

The General added: "I recognize the need for a Reserve, however, it must be good—one that will help us in case of war. I have appointed a committee to study the matter."

General LeMay, a former Guardsman and Reservist, stated that he believes we need only one Reserve, "A stronger and tighter Reserve would be more effective and permit funds to be diverted to the Regular establishment."

The Vice Chief of Staff concluded his talk by saying that his remarks were intended to stimulate creative thinking within the Air Reserve Forces and by asking his audience to submit ideas and possible solutions to the problem.

The committee General LeMay mentioned convened in Washington on October 19 and should complete its study by November 18. Its members will consider future roles for the Air Force Reserve and the Air National Guard in the light of revisions in military equipment, methods and techniques. Members of this group were selected on the basis of experience in the Active Establishment and the Reserve Forces and because of their familiarity with Reserve capabilities and problems. They include representatives of the Air Force Reserve and the Air National Guard.

Their study should result in strengthening the contribution of the Reserve Forces to our National Defense.

The world premiere of *Two Hats*, a new film depicting the readiness of the Air Force Reserve and the Air National Guard, was another highlight of the seminar. The film which climaxed the two-day meeting was shot during the recent Dark Cloud/Pine Cone II maneuvers. Prints of the film will be available in the near future for showing by Air Guard and Air Force Reserve units.

The star-studded seminar agenda was divided into two sessions; the first day being devoted to the Air Force—its

present status and its role now and in the future. Featured speakers during this session included: Secretary Douglas; Mr. H. J. Ashford, Department of State; and USAF officers, Col. C. A. North, office of assistant chief of staff, Intelligence; Maj. Gen. H. T. Wheless, director of Plans; Lt. Gen. R. C. Wilson, deputy chief of staff, Development; Maj. Gen. H. M. Estes, office of deputy chief of staff, Operations; Lt. Gen. T. H. Landon, deputy chief of staff, Personnel; Lt. Gen. M. E. Bradley, deputy chief of staff, Materiel; and Maj. Gen. R. J. Friedman, director of the Budget.

On the second day—devoted to the Air Reserve Forces—presentations were made by General LeMay; Maj. Gen. W. P. Wilson, deputy for ANGUS; Brig. Gen. F. L. Vidal, deputy for Air Force Reserve; Lt. Gen. W. E. Hall, commander, Continental Air Command; and Maj. Gen. R. E. L. Eaton, assistant chief of staff for Reserve Forces.

In his presentation, General Vidal revealed that the Review board, referred to by the Vice Chief of Staff, is considering the following future roles for the Air Reserve Forces: strategic airlift, aeromedical transport, storage of war readiness material, bomb damage repair squadrons, operation of dispersal and recovery airfields, air defense missile support, civil defense and dispersal warehouses.

■ AFA CONVENTION

Delegates to the Air Force Association convention, held in Miami Beach, Florida during the first week in September, received a statement of policy from the board which outlined AFA's objectives. On the first day of business (September 2) the AFA board of directors called for sweeping changes in the national defense establishment and made the following recommendations:

- *One war plan.* AFA maintains this objective is impossible under the present system as each service strives for supremacy and self-sufficiency in the absence of clearly defined roles and missions.
- *One Secretariat and one Chief of Staff.* AFA wants consolidation at the top since it claims the present system encourages the secretaries and chief of the individual services to support service supremacy and self-sufficiency.
- *One promotion list.* AFA says the present system is unrealistic and unfair to the officers of all services, and claims it often presents them with the problem of supporting policies contrary to the interests of the service they represent.
- *Functional organization.* AFA claims the reorganized structure must be functionally-oriented in terms of offense, defense and logistics missions. It urges leaders to face the responsibility of necessary increases in the defense budget to keep pace with the threat. It also asks accelerated research and development of new weapon systems without compromising the need for operational quantities of systems required for the force in being.

During the convention sessions (September 3-4), AFA delegates adopted the following resolutions:

Employment of retired military personnel. AFA calls on Congress to remove current restrictions on employment of retired military personnel in defense industry. It wants legislation permitting retired personnel to take civilian positions with the U. S. government without jeopardizing their retired military pay.

Military Housing. AFA wants Congress to increase quarters allowances; to program housing at remote and isolated areas; to program housing for married lower grade enlisted men; and to provide funds for the repair, rehabilitation and improvement of existing Wherry Act housing.

Support of Cordiner Committee Report. AFA wants Congress to provide hazard pay for duty in the development and operation of new weapon systems not covered by current flight pay provisions; adoption of the career management provisions of the Cordiner Report to permit flexibility in promotion and retirement policies; and equalize retired pay of military personnel retired on or before May 31, 1958 with pay of those retired after that date.

Airlift. AFA wants an adequate airlift capacity to be available in the event of national emergency. The recommendation has been forwarded to the Secretary of Defense to appoint a competent advisory group to explore the situation and recommend necessary action.

Procurement of modern airlift for Reserve Forces. AFA wants Congress and the Department of Defense to purchase or lease surplus DC-6 reciprocating-engine and DC-7 turbo-compound aircraft from airlines converting to pure-jet planes. It claims the move would give Air Reserve Forces long-range water overfly without use of intermediate bases.

Separate Air Force Reserve Budget. AFA wants funds earmarked for Reserve support and maintenance and insurance they will be used for no other purposes.

Retirement Pay. AFA recommends Reserve officer retired pay start after 30 good years of service, or at age 60 and 20 years, whichever date occurs first. It claims the change will provide incentive to the 20-year, 41 to 43 years age group who are substantially matured, experienced and dependable

and with considerable potential remaining.

- **Support of National Plan for Civil Defense.** AFA stresses prompt and early improvement of all measures to promote survival of the American people in the air atomic era.

Brig. Gen. Howard T. Markey, commander of the 126th Air Defense Wing (Ill. ANG), was selected to succeed Peter J. Schenk as president of the Air Force Association. Other officers elected during the convention were Julian B. Rosenthal, chairman of the board; George D. Hardy, secretary; and Jack B. Gross, treasurer.

■ NGA CONFERENCE

More than 2,500 delegates attended the 81st general conference of the National Guard Association which held its convention at San Antonio, Texas on October 5-8. Principal speakers were Army Secretary Wilber M. Brucker; Air Force Under Secretary Dudley C. Sharp; Gen. L. S. Kuter, commander NORAD; Lt. Gen. Herbert Powell, deputy commanding general Continental Army Command; and Lt. Gen. William E. Hall, commander of Continental Air Command.

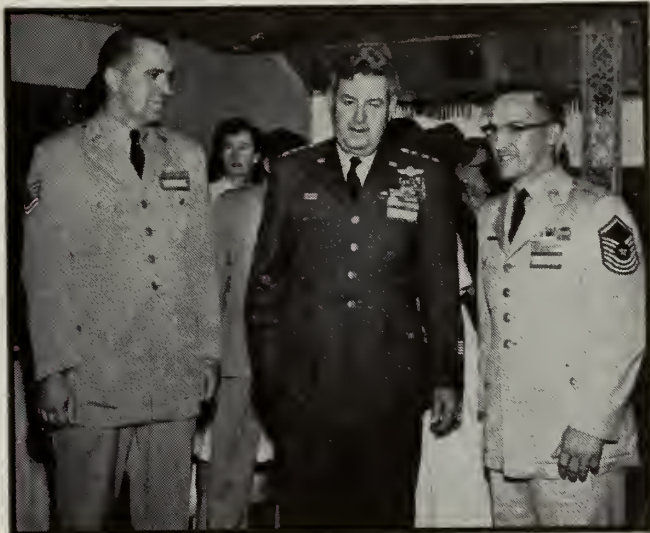
Under Secretary Dudley C. Sharp made some significant remarks about the Reserve Forces in his address before the gathering. He said, "... Since the Air Force is the most expensive item in the defense program, our share of these dollars is more than 40-percent. The problem of sensibly managing between \$18 and \$20 billion dollars a year under existing conditions of dynamic change is obviously a monumental task, one that demands the utmost in both original thinking and flexible administration from all concerned. And that means everyone connected with the Air Force, including all of you of the Air National Guard. . . . The traditional 'back-up' philosophy that once applied to Air Guard and Reserve Forces no longer holds true. There is no 'second team' in the Air Force. Active units, Guards and Reservists jointly form *one first string deterrent force now*. And if war is forced upon us, all immediately become *one combat team*."

The speech by Lt. Gen. William E. Hall, CONAC commander, set forth two prospects for the Air National Guard.

see OUTLOOK page 6



Maj. Gen. Robert E. L. Eaton and the Hon. James H. Dauglas (l-r) talk with MSgt Rager LeBlanc, N. Hampshire Air National Guard, at recent Reserve Forces Seminar in Wash., D.C.



Flanking Gen. Curtis LeMay at AFA convention in Miami Beach are CONAC's Outstanding Airmen, TSgt Hawthorne C. Evans, AFRes, (1) Murrinstown, Tenn. and SMSgt Robert T. Campbell, USAF, Hq 14th AF, Robins AFB, Ga.

■ **OUTLOOK** from page 5

The first of these concerned the broad aspects of the ANG role. He predicted the continual updating of operating standards for Guard units, with a possibility of a change in mission. General Hall also spoke of the board recently set up in the Pentagon to re-examine the missions of the Air Reserve Forces with a view toward re-shaping them to meet M-Day requirements, and modernization of summer training with intensification of joint Air Force/Army exercises.

The second prospect which General Hall referred to was one such exercise, the upcoming Pine Cone III/Bright Star. Present plans include the use of 530 Air Force Reserve and Air National Guard aircraft for the operation which will take place in August 1960. Pine Cone III will be the largest exercise ever held utilizing Reserve Forces and will involve airlift of an entire Army division. The primary problem is the availability of airfields in the North Carolina area where the exercise is to take place.

Tactical aircraft for Pine Cone III will be furnished by the Air National Guard, under the command of Brig. Gen. Donald J. Strait, cmdr of 108 Tactical Fighter Wing.

■ **POLICY** from page 3

figure hampers Air Force planning since the Air Force does not have a clear picture of the real potential of the individual Reservists involved.

Flight Status screening of the Reserve Forces is an outgrowth of the Central Flight Status Selection Board System adopted by the active Air Force in 1954 to perform a similar task for the active establishment. Several benefits have resulted from five years of operation of the system. The Air Force has a much clearer idea of its *actual* active duty rated potential. By removing certain individuals from flying status, the Air Force allows them to direct all their energies toward other duties, thereby concentrating their efforts where they are most productive. Furthermore, the removal from flying status of rated officers who, because they lacked sufficient rated potential, could not be expected to occupy operational, staff, or command positions requiring flying status has insured a greater return for the defense dollar spent on maintenance of flying skills.

The Reserve Forces Flight Status Selection Board System was adopted in 1958 and implemented in 1959. The Reserve Selection Board includes members of the Air Reserve Forces who are actively engaged in flying activities—people who know first hand the details of Reserve Forces operations and who have a vital interest in increasing the potential of the Reserve Forces to augment the active establishment.

The task of screening the entire rated inventory of the Reserve Forces, on the basis of existing records, however, would probably be an endless task, since many factors which should be considered in screening do not appear in records. Among these are the individual desire of the officer—whether he wishes to remain on flying status or feels that he could make a greater contribution to the Air Force in a non-rated capacity, civilian flying experience which might have a bearing on current rated potential, and changes in physical condition which might disqualify the individual of flying duties on medical grounds. Answers to the flying status questionnaires will greatly expedite the selection system.

Those officers who indicate that they no longer desire to remain on flying status may eventually expect to receive orders administratively suspending them from flying status. However, if such action does occur it will not mean that they will lose the rating and wings which they have earned.

It will simply mean that they no longer have a responsibility to maintain flying proficiency and can devote all their training efforts toward their non-rated specialties with the additional assurance that they will never be called upon to perform aircrew duties. The status of these individuals as Reserve commissioned officers would remain unaffected and the individuals would be considered a non-flying officer Reserve resource.

The questionnaires will also assist in the detailed review of personnel and flight records for each rated officer who indicates a desire to remain on flying status. Reservists in this category will be urged to attach pertinent data concerning their potential for continuance in a flying status. Information extracted from personnel and flight data records will be reproduced by the Reserve Records Center for use by the Flight Status Selection Boards. The board will consider each individual case, weighing all the factors—experience, age, and comparative potential value to the Air Force in rated and non-rated fields.

The mission of the Air Reserve Forces is to provide effective augmentation for the active Air Force in an emergency. The Reserve Flight Status Selection Program will help to insure that the Air Reserve Forces make the maximum contribution to the Air Force and to the nation, and that a realistic measure of the degree these forces may be expected to contribute receives appropriate consideration in the development of emergency plans calling for such participation.

... THIS MONTH

CONTINENTAL AIR COMMAND'S 14 C-119 troop carrier wings, led by the defending champion the 435th Troop Carrier Wing from Miami, Florida, will participate in the Third Annual CONAC Troop Carrier Rodeo this month (November 20-23) at Ellington AFB, Texas. The 445th TCW from Dobbins AFB, Georgia, is equipped with C-123 aircraft and, therefore, is ineligible to participate.

Prizes will be awarded to the winning air force, the top three wings, the first three crews, and members of the best scoring team in each type mission.

POWER AND ITS IMAGE is the central theme of the annual Information Seminar, conducted by the 9215th Air Reserve Squadron, (NY), this month (Nov 3-6) at New York City's Belmont-Plaza Hotel.

Information officers from all major commands in this country and overseas are expected to attend the meeting which begins with a reception at Gracie Mansion, the home of New York City's Mayor Robert F. Wagner.

Col. Thor Smith, 9215th commander, assisted by seminar chairmen Lt. Col. Bob Keim and Capt. Vic Allan, have set up a distinguished panel of guest speakers and an impressive round of tours for the attending information officers.

CORRECTION

The September *Pentagraphs* page, under the heading "WAAC Bill OK'd:" contained the statement, "Service in the Women's Auxiliary Corps after 13 May and before 30 September 1943 will be counted as active federal military service . . ." which is in error. The sentence should have read, "Service in the Women's Auxiliary Corps after 13 May 1942 and before 30 September 1943 will be counted as active federal military service. . . ."

Viewpoints on policies affecting the Air Force and national defense. As key members of the Nation's aerospace arm, it is vitally important that all Air Force Reservists and Air National Guardsmen keep informed on current Air Force thinking.

On Development Time . . .

Lt. Gen. Bernard A. Shriever, commander of Air Research and Development Command, stresses the following: "Military space systems, just as ballistic missiles, require the establishment of a new operational environment. . . . To compress time, it will again be necessary to adopt the essential principles of the management concept of concurrency. (When this concept is followed, each element of the total weapon system is integrated into a single plan, program and budget, and is implemented concurrently consistent with lead-time requirements.)

"The progress which has been made in the accelerated Air Force ballistic missile program strongly supports initiation of weapon systems programs based on technical feasibility and concurrency in their implementation.

"From an organization, management, and administrative standpoint, the key factors in early achievement of feasible and effective operational systems are:

- Mission areas for each of the services should be clearly defined;
- The operating service should be designated upon initiation of a weapon system development program, and should be assigned management control of both development and operation of the system;
- The service responsible for system development should be delegated clear authority and should be given the resources necessary for the job;
- Authority, responsibility, and resources should be placed by each service at the lowest operating management level where all factors of program implementation can be controlled and integrated on a concurrent basis;
- Administration channels from the operating management agency to the top policy and approval level must be clear, direct, and short;
- Priorities with program urgency should be established and budget limits should not be arbitrary."

On Information Objectives . . .

General Curtis E. LeMay, vice chief of staff, states: "If the Air Force and the other services are to have what they need to attain their optimum effectiveness as instruments supporting the Government's policies, they must be backed up by the understanding, will and determination of the American people. This means that the people must be informed constantly on the progress of the national defense efforts. And since aerospace power is an important part of the total national defense posture, the people must receive a steady flow of information about the Air Force as the principal provider and operator of this strength.

"I see Air Force public information objectives this way:

"First, we want the American people to be accurately informed about the threat to our security and we want them to know what the Air Force is doing to counter the threat.

"Second, we want the people to know what the Air Force needs, now and in the future, to do its job.

"And last, we want the people to have confidence in the Air Force—confidence based on our continuing high standards of performance.

"Modern technology has compressed time and space into a small package. Sweeping advancements in thrust, structures and electronics foreshadow an even greater incompetence of time and space as allies. That is why the most dangerous threat facing this Nation and the Free World is expanding Soviet aerospace power. Fortunately, our own forces are of excellent quality, and growing. The point is, however, they must keep improving—keep increasing in quality and strength—and this can only be accomplished if the public understands the urgent necessity for United States aerospace power second to none."

On "Aerospace" . . .

To resolve the somewhat meaningless question of where "air" ends and "space" begins, the Air Force calls this whole indivisible operational medium "aerospace." It is the total expanse beyond the earth's surface.

As a medium of operations, atmosphere and space are a continuum called "aerospace." As a military operational medium, air and space can no more be separated than can the various depths of the earth's oceans, from their deepest waters to their surface.



On Space Systems . . .

The Air Force needs advanced space systems, says Air Force Chief of Staff General Thomas D. White, because "our future offensive and defensive missions, as we reach farther out in aerospace will be analogous in principle to those missions we now conduct at the lower altitudes."

On Missiles . . .

Air Force is studying a new approach in strategic offensive weapon systems: the supersonic low altitude missile to be powered with nuclear ramjet and with almost unlimited range. Defense against it would be extremely difficult. Air Force also intends to keep a sizeable portion of the Minuteman ICBM force completely mobile. Missiles will be carried by railway cars and trucks which provide the launch platforms.

On Polaris . . .

General White states, "There has never at any time been an attempt on the part of the Air Force to take this weapon away from the Navy. . . . The Air Force has been assigned the primary responsibility for the strategic air offense of our nation and has been responsible for bringing it to its present highly advanced state. It should be obvious that strategic offensive effort may well lose much of its effectiveness if it is not closely controlled and directed. It is in this light that the Air Force has proposed to combine all strategic forces . . . into a single strategic command, answerable to and directed by the Secretary of Defense through the Joint Chiefs of Staff. This concept, in my opinion, is not a radical departure from any other of the unified commands within the Department of Defense. In fact, I consider the Air Force proposal directly in line with the spirit and intent of the Defense Reorganization Act of 1959. Its sole purpose would be to guarantee the most effective strategic offense possible."

FOCAL POINT: Ready Rescue

Search and rescue is dedicated to the saving of human life—of equal importance is survival training, for both work toward the same goal. Depicted on the cover of this issue are members of the 8496th Reserve Navigation Training Squadron, Mitchel AFB, N. Y., who recently participated in survival training exercises.

Montana's mountain-shattering earthquakes last August proved that elements of CONAC's varied command could offer important assistance under extreme emergency conditions. A Search and Rescue Coordinating Center, an Air Force Reserve rescue squadron and units of the Civil Air Patrol joined in a massive operation to give aid to several score persons badly in need of help. Although this was only one instance which achieved national prominence, there are many lesser incidents involving life-saving activities in which CONAC elements have participated. They are three parts of a four-way operation which may aptly be described as *Ready Rescue*.

COORDINATING CENTERS

Commonly called SAR Centers, CONAC maintains five of these installations throughout the United States. They came into being on June 1, 1957 when the President's Air Coordinating Committee delegated the National Search and Rescue Plan to the Air Force. CONAC picked up operational responsibility and established SAR Centers at Hamilton AFB, Calif., (4AF); Dallas NAS, Texas, (10AF); Robins AFB, Ga., (14AF); Mitchel AFB, N. Y., (14AF); and Selfridge AFB, Mich., (10AF).

Search and Rescue Coordinating Centers have a peculiar responsibility, and while it might be assumed that their mission is to take charge in the event of a search and rescue operation, the opposite is true. SAR does not direct rescue missions—it coordinates them. The vast communications network available to SAR permits it to talk directly with every available source of rescue capability, be it military or civilian. SAR knows the location of every type of rescue organization, and within moments can be in contact. If the needed facility is not within its area of responsibility, it can call on its sister SAR Centers for aid since a rapid and effective relay system fills this gap.

In the case of the Montana earthquake, the SAR Center at Hamilton AFB, Calif., received relayed signals from a ham operator at the scene. Within minutes contact was made with Hill AFB, Utah where a helicopter with special radio equipment aboard was readied for the trip into the disaster area. A call was placed to the Montana State Director of Aeronautics, who took over as mission controller. He asked for paramedics and Air Rescue assistance. An SA-16 from Hamilton with four paramedics aboard took off immediately. In the meanwhile, more helicopters were requested and furnished by Air Force and Army installations in three different states. They were pressed into action shuttling injured and stranded campers out of the area. Additional communications, personnel and much needed supplies were arranged for, and sent into the disaster area.

In a matter of hours all agencies with rescue and life-saving capability were welded into an organized *coordinated* effort. This is one example of how SAR Centers have helped save over 900 lives since their inception some two years ago.

RESCUE SQUADRONS

There are five Air Reserve rescue squadrons in the Air Force Reserve. Essentially, their mission is, as the name implies, to rescue downed fliers or aircraft in distress. Flying SA-16 *Albatross* amphibians, Air Reserve crews are capable of making water pick-ups, overwater escort for planes in distress, air searches and conducting similar activities.

During the Montana earthquake, the 303d Air Reserve Rescue Squadron, Long Beach MAP, Calif., was undergoing its annual two-week tour of active duty training when it was diverted to take part in rescue operations. Aircrews from the squadron flew to Montana with special rescue and radio equipment to give much needed communications assistance.

In January 1957 the first actual rescue mission by Reservists was made when the 301st Air Rescue Squadron, Miami IAP, Florida, escorted a converted Mosquito bomber into Kingston, Jamaica. The bomber had lost coolant in one engine and could only maintain 500 feet altitude, and the 301st SA-16 tagged along until the plane landed safely at Kingston. Later, two SA-16 crews, working with Air Force, Navy and the Coast Guard located and picked up three airmen off the Isle of Pines, Cuba. They had been crewmembers in two B-47s which had collided in mid-air.

CIVIL AIR PATROL

Since January 1, 1959, the Civil Air Patrol has been under the jurisdiction of Continental Air Command. Noted for WWII service in hunting down enemy submarines, CAP operates an extensive cadet and aviation education program.



Members of the 130th TCSq (W. Va. ANG), Charleston, W. Va., improvise survival techniques during surprise exercises held at Mt. Cheat.

Senior CAP members engage in search and rescue missions, flying light planes, and have also established an extensive communications network to assist wherever needed.

During the Montana earthquake Idaho Civil Air Patrol communications specialists flew to West Yellowstone to set up emergency radio equipment. Upon arrival they found Air Force radio sets in operation. Nonetheless, they stayed to assist where and when needed. They carried litters, unloaded supplies, refueled aircraft and acted as traffic controllers. CAP can De-Specialize when a job needs doing.

SURVIVAL TRAINING

While military and civilian needs under disaster situations are provided for under CONAC's *Ready Rescue* capabilities, experience has shown that aircraft accidents produce peculiar problems. Disadvantages of terrain, weather and night conditions complicate search and rescue operations. Not all aircraft accidents result in fatalities; in fact, chances of survival are relatively high. Very often, however, the margin of time between accident and rescue may mean life or death, and while every effort is expended to save life, it is necessary for the rescuee to fend for himself until help arrives.

In the case of the Air Force Reserve and Air National Guard crewmen, an extensive survival training program is included as part of their training. They are taught to provide first aid to injured members and subsist off the terrain until rescue is accomplished. Because an aircraft may be downed under combat conditions behind enemy lines, a further refinement has been added—escape and evasion.

Since it is unlikely under these conditions that air rescue may be undertaken, the downed crewmen would of necessity be left to their own devices. A demonstration of this aspect came as a surprise recently when 51 members of the 130th Troop Carrier Squadron (West Virginia ANG) were on weekend training at Charleston, W. Va.

Aircrews of the troop carrier squadron had undergone intensive lecture training on survival, but somehow Lt. Col. Ralph R. Cowgill, commander of the unit, felt the point was not getting across. With no explanation, 51

airmen were loaded into SA-16 aircraft flown by the unit on what appeared to be a routine hop of short duration. Thirty minutes out of Charleston the planes' emergency bells rang—scaring the daylights out of the unsuspecting passengers—and parachutes were strapped on. Before the final jump bell rang, everyone was advised to return to his seat. The planes landed, the final bells rang and the puzzled passengers off-loaded into trucks which bounced them off into nearby mountainous country.

Upon arrival at Mt. Cheat, 3,800 feet above sea-level, the 51 airmen were told of their situation and what was in store for them. Water purifying tablets were produced for their *empty* canteens and the contents of everyone's pockets were stripped for candy bars, packages of peanuts and whatever else was available. The meager food resources were pooled and the fifty-one Guardsmen spent the night in the open. The following day they walked out to the tune of lectures advising the wisdom of wearing flying boots, carrying a flight jacket, no matter what the weather, and the importance of loading the pockets with sundry practical items whenever going on a flight. Col. Cowgill made his point.

In a series of weekend training sessions the 8496th Navigation Training Squadron (Res.), Mitchel AFB, N. Y., put a total of 150 Reservists into the wild country surrounding Camp Buckner, New York. Under the direction of Maj. Edward Fluhr, the squadron commander, groups of 50 or 60 Reservists were placed in the area under simulated drop conditions with nothing more than a standard survival kit. The overnight operation consisted of a preselected course over which each group had to travel, to arrive at a specified destination. Travel was complicated by heavily wooded terrain, rattlesnakes and a roving band of permanent party personnel trying to capture them. The majority of Reservists were successful in their evasion tactics.

Within the area of this *Ready Rescue* capability elements of the Regular Air Force, Air Force Reserve, Air National Guard and Civil Air Patrol are sharing in an important function. This is but one more indication that *readiness* is a goal rapidly being achieved by the Air Reserve Forces.

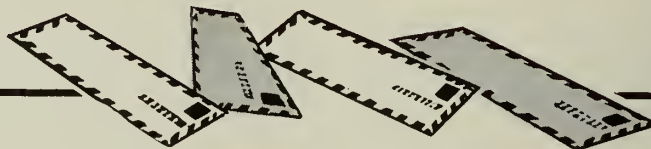


Escape and evasion is the lesson being learned by Reservists of Mitchel AFB, N. Y.'s 8496th Navigation Training Sq (Res) at Camp Bruckner, N. Y.



Lt. Col. Reginald L. Anderson, cmdr 303d Air Rescue Sq, Lang Beach, Cal., briefs SA-16 crew before heading for the Montana earthquake area.

AIR MAIL



Q. What does my assignment to ISLRS involve?

A. Assignment to ISLRS constitutes a break in service for retirement purposes and while assigned to ISLRS, you are not eligible for training, promotion or points.

Q. I recently received Reserve Orders designating me a Ready Reservist with Classification Code AA (immediately available). Since my release from active duty I have enrolled in college and am majoring in Business Administration. I would like to know how I may apply for Standby Reserve status until my education is completed.

A. To be designated Standby for the purpose of completing academic studies, a Reservist must be in his Senior year at college, pursuing a course of study which will qualify him for an occupation listed by the Department of Labor as a Critical Civilian Occupation. In addition, he must have had a scholastic standing for the previous year which placed him in the upper $\frac{3}{4}$ of his class. If he is taking post graduate work, he must be in the upper $\frac{1}{4}$ of his class pursuing a full-time course for a graduate degree in a Critical Civilian Occupation. Business Administration is not listed as a Critical Civilian Occupation.

Q. I have been selectively assigned to a Reserve unit. Am I required to participate in the unit training activities?

A. Selective assignments insure that units will be fully manned in the event of a national emergency. You are not required to participate in the training.

Q. Is the recall program of a small number of multi-engine Jet and Tanker Pilots to stabilize combat crews in the Strategic Air Command still in effect?

A. Yes. If you are interested in applying for active duty under the program, suggest you obtain an AF Form 125 from your local Reserve unit or contact the Air Reserve Records Center and they will furnish you with this form. ARRC will furnish you further information concerning your eligibility for EAD.

Q. I am a Reservist with over 18 years service. Through no fault of my own, I was not afforded an opportunity to elect or decline an option under the Uniformed Services Contingency Option Act of 1953 prior to completing 18 years service. May I make such election at this time?

A. No. Such election must have been made prior to completion of 18 years service. However, House Resolution 2966 was introduced and referred to the House Committee on Armed Services on 21 January 1959. This Bill, if enacted into law, would allow such option election. Watch future editions of *The Air Reservist* regarding this proposed law.

aerospace library



The Impact of Airpower. Dr. Eugene M. Emme (D. Van Nostrand, \$12.50). A scholarly prepared anthology of professional writings on aerospace power. It consists of hundreds of essays, articles and chapters from books which represent the best professional thought and analysis of air doctrine, strategy, tactics, techniques and related topics by outstanding civilian and military authorities of many nations. This volume covers the history and development of military airpower from the beginnings of the air age to the conquest of outer space.

Flying Tiger—Chennault of China, Robert L. Scott, Jr. (Doubleday, \$3.95). A biography of the late Lt. General Claire E. Chennault, by a man who served under him in the CBI theater and became one of his close friends.

The Air Force Blue Book, edited by Tom Compare and William P. Vogel, Jr. (Bobbs-Merrill, \$4.95—hard back edition; Military Publishing Institute \$1.00—paper-back edition). A complete and authentic reference guide to the USAF, the missions and operations of the Air Force Commands and subordinate units. Articles cover all aspects of AF Command organization and operations, research and development and test, air doctrine, strategy, tactics and related techniques, plus a history of the Air Force.

Medical Science and Space Travel, William A. Kinney (Franklin Watts, \$3.95). The story of how medical space science is meeting the challenge of putting man into space. The USAF Programs in aero-space medicine, and the progress to date told in narrative and illustration.

Man in Space: The United States Air Force Program for Developing The Spacecraft Crew, edited by Lt. Col. Kenneth F. Gantz, USAF (Duell, Sloan and Pearce, \$4.00). The authoritative and comprehensive story of Air Force research, development and test in the fields of aerospace medicine and human factors. Eighteen chapters, each by a top Air Force authority in his field, analyze and discuss individual aspects of the Air Force program to prepare man for spaceflight.

The Soviet Air and Rocket Forces, edited by Asher Lee (Praeger, \$7.50). A collection of professional essays and articles by top military and civilian authorities from the Soviet and Western Nations on Soviet Aerospace Power.

Alas, Babylon, Pat Frank (J. B. Lippincott, \$3.50). An absorbing novel of the U. S. after deadly nuclear war with Soviet Russia. Small isolated pockets of civilization remain while most of the country—the population and the cities—are destroyed. Setting is placed in one small area, Fort Repose in South Central Florida, where the people must resort to the primitive social and economic conditions of the early frontier days in America. A thought-provoking significant novel that should be read by all military personnel.

Do we have a stake in amateur rocketry? Should we concern ourselves with the wandering explorations of teenagers and their quest for adventure? Is scientific education the business of the AF Reservist, the Air National Guardsman, the Civil Air Patrol member, and the educator? The answer is yes!

U. S. Air Force Regulation 190-26 published over a year ago spells out the fact that all commanders are requested to cooperate with and actively support groups and projects designed to stimulate interest in scientific pursuits.

Much planning and thought by the Department of Defense and the Air Force has gone into the direction of this guidance with a resultant agency designated. That agency is the Civil Air Patrol. Commanders, both active and Reserve, have been directed to:

- "Capitalize on the basic public interest in missile rocket, and space information and to implement such activities within existing facilities, commands are further referred to the existing capability of the Civil Air Patrol. The structure of the CAP provides many of the elements needed to insure an effective voluntary program enjoining the combined resources of the military, industrial, education, and youth interests. The CAP conducts an extensive Aviation Education Program for both youthful and adult members of its organization and elementary and secondary schools, as well as colleges and universities.
- CAP makes available educational teaching materials, including basic texts, student workbooks, instructor guides, and color sound training film strips. These materials will provide most of the introductory scientific principles basic to an understanding of the characteristic properties of rockets and missiles in terms of propulsion, flight, and guidance. An additional series of training materials are being developed continually by CAP on subjects relating to missiles, rockets, and astronautics. Direct communications with Headquarters, Civil Air Patrol, Ellington Air Force Base, Texas is encouraged."

According to the directive this can be accomplished through participation in

aviation education, astronautics and related scientific programs, assistance in scientific experimentation within limitations, internal information programs to disseminate current and accurate data on military scientific programs, demonstrations, exhibits, and displays of military items of equipment.

Activities in amateur rocketry, model missiles, wind tunnels, and other scientific projects are becoming more and more a matter of concern of parents. And, as a large majority of National Guardsmen and Air Force Reservists of World War II now have teenage boys and girls, it behooves them to consider the correct direction of this energy and activity. Educators and sociologists are also concerned with youthful energy and, like police authorities, would like to divert it from juvenile delinquent tendencies toward beneficial ends.

Here again Civil Air Patrol is particularly and peculiarly qualified to perform just such tasks. Composed of parents, educators, chaplains, pilots, and leading citizens in the community, Civil Air Patrol senior members are proudly answering one of the great challenges of youth in this aerospace age; that is, to provide a better foundation for scientific advancement.

Noteworthy among the contributions of the Civil Air Patrol are the professional aerospace education materials and training concepts recently developed by National Headquarters, Civil Air Patrol.

CIVIL
AIR
PATROL



A new text, *THE DAWNING SPACE AGE*, by Dr. Harold E. Mehrens, former Civil Aeronautics Administration official and now head of CAP's Editorial and Curriculum section, a part of the Aviation Education program, contains the latest documented and colorfully illustrated scientific concepts written in terms that teenagers (and some parents) can understand. The book contains a foreword by Brigadier General Stephen D. McElroy, USAF, National Commander, Civil Air Patrol; Wernher Von Braun, Director, Development Operations Division; Army Ballistic Missile Agency; and Krafft A. Ehrlicke, Program Director, Centaur and Vega Projects, Convair (Astronautics) Division of General Dynamics Corporation.

The book is recommended reading for all personnel interested in the aerospace age.



Civil Air Patrol "rocketeers" talk shop at Comp A. P. Hill, Va., early this year with other rocket club members. Some 300 amateur "rocketeers" from 11 states attended the all-day rocket firings.

CROSS COUNTRY



SPACE LAW SYMPOSIUM—The U.S. Court House in New York City was the scene of the first Space Law Symposium, sponsored by JAGs of the 9207th AResSq on October 15. The meeting brought together experts in the field of space law to discuss whether mankind should attempt to formulate laws on the subject before it has sufficient knowledge and experience in outer space. The panel was divided on the question but agreed that no nation could now prosecute for a crime or violation beyond earth's limits. The situation can only be remedied by treaty and a body of laws similar to that governing crimes on the high seas.

PROMOTE SAFETY—Congested airways and the greater chance of air collisions have given Col. William J. Johnson, Jr., cmdr, Det. #1, 445th TCW, Memphis MAP, Tenn., a worthwhile community relations project. Armed with a prepared script and a number of 35-mm slides, he briefs local business, community and civic leaders on what is being done to promote greater air safety by the Air Force.

RESERVE INSTRUCTOR'S CONFERENCE—The University of Arkansas sponsored an Air Force Reserve Instructor's Conference at Fayetteville, Arkansas on August 23. The first of its type to be sponsored by a major university, the

seminar concerned itself with the improvement of training and teaching techniques for Air Force Reservists. Approximately 35 instructors and educators from all parts of the state participated along with university president John T. Caldwell and a distinguished group of professors who are members of the 9841st AResSq.

SPACE AGE SEMINAR—Reservists in the San Francisco Bay area held their first research and development seminar at Palo Alto, Calif., on October 17. Hosted by the 2640th AResC, San Jose, Calif., Air Force Reservists from the San Jose, San Francisco, Sacramento, Fresno and Alameda Air Reserve Centers were invited to attend. Guest lecturers from aviation, communications and instrumentation firms addressed the gathering. Key speakers from the Air Research and Development Command also spoke to the group.

SAFETY ACHIEVEMENT—The 355th and 356th TCSqs of the 302d TCW, Clinton County AFB, Ohio, were honored recently in Cleveland for outstanding safety achievement by the Aviation Division of the Ohio State Safety Council. During July 1958 through June 1959, the 302d amassed approximately 7,300 aircraft hours without accident in their C-119 Flying Boxcars.

short hops



THE FRONT COVER of the September issue featured a photo taken by Mr. Charles Pugh, photographer for the Atlanta Journal. Unfortunately, proper credit was not given to Mr. Pugh and his newspaper for permitting use of the photograph . . . When the Cleveland (Ohio) Squadron, AFA, was named "Unit of the Year" by the Air Force Association for service to the community in the field of space age education, Cleveland's Air Reserve Information Flight was acknowledged as the spark plug behind the award. All members of the Information Flight are officers or board members of the AFA unit . . . The 9250th AResSq, Fort Monmouth, N. J., moved into new quarters at that Army installation on the exact spot of one of the first flying units of the old Army Air Service. During WWI, the 122d Aero Squadron moved to Fort Monmouth to test airborne radio systems with their Curtiss C bi-planes. All that remains of that pioneer venture is a hand-painted sign.

California's Long Beach State College hosted an Aerospace Symposium in late August to acquaint 200 teachers with the important role the Air Force missile and space programs play in maintaining this country's deterrent power.

Maj. Gen. Theron B. Herndon, AFRes., holding a M-Day assignment as deputy cmdr, 14AF, was presented a Certificate of Recognition in Sept. for his devoted service to the AF and its Reserve program.

AIR GUARD: The Old Soldier's adage that, "Two percent never seem to get the word," suffered a blow this summer when only one man of the 735-man, Texas ANG unit, the 136th Air Defense Wing, did not show up for that unit's 2-week summer encampment. The lone absentee had

the word, but suffered a last minute physical injury which prevented his attending . . . Milwaukee, Wisconsin's 126th FISq (ANG) has an appropriate annual trophy awarded to the best flight within the squadron. It's a large beer stein donated by a local Milwaukee brewery. The mug symbolizes the fighter squadron's call sign and the best known export of Milwaukee—*Foam Beer* . . . MSgt Raymond L. Shannon who chalked up 30 years' service with the Texas ANG recently boasts a 100% summer encampment attendance record and for his achievement was awarded a plaque by the cmdr, 147th Fighter Group . . . It's not "Pogo" the possum that Pogo Flight of Ohio ANG's 166th TacFtrSq has selected as a comic strip character for the emblem on its flying suits; instead the Ohioans have chosen Charlie Brown of the "Peanuts" strip—and put him on a pogo stick . . . For the third consecutive time an Air Guardsman has copped top honors at the Air Police School, Lackland AFB, Texas. A/3C Jack W. Graves, 138th ABSq, Oklahoma ANG, is the latest to have been awarded the school's Certificate of Academic Achievement . . . 148 of a possible 150 was the rifle score Iowa's Maj. Bruce G. Johnston, 132d ADefWg, used to win top NG honors at National Rifle Matches.

During its convention, the National Guard Association Operational Readiness Trophy was awarded to Air National Guard units flying various types of aircraft. Receiving the F-86 (daylight) trophy was the 199th Fighter Interceptor Squadron, Hickam AFB, Hawaii; F-89, 114th Fighter Interceptor Group, Foss Field, S.D.; F-86H, 194th Fighter Group, Barnes MAP, Mass.; F-84F, 108th Tactical Fighter Wing, McGuire AFB, N.J.; tactical support, 130th Troop Carrier Squadron, Kanawha Co. MAP, W. Va. In the RF-84F category, three units tied for the award; they were the 160th Tactical Reconnaissance Squadron, Dannelly Field, Ala.; the 153d, Key Field, Miss.; and the 184th, Ft. Smith, Ark.



When comic strip hero Lt. Col. Steve Canyon was confronted recently by a knowledgeable member of the coming generation and asked for scientific details on the aerospace age, his creator, Milt Caniff, had him referred to a door marked "USAF Extension Courses." The gesture was in order because Air University's Extension Course Institute at Gunter Air Force Base, known as ECI, is the official correspondence course school of the USAF

The Extension Course Institute enjoys a record of having helped thousands of intellectually curious people, both in and out of uniform, who have the drive to enroll and follow through in home study. It takes special pride in the knowledge that professional betterment comes to those who complete the general military education or the specialized career courses it offers.

ECI is not limited to the continental United States, nor to citizens of the U. S. In fact, it was not unusual when Maj. Gen. Shao-Mien Yang of the Free Chinese Air Force enrolled in the War College Extension Course and began submitting lessons from Taipei, Taiwan.

The growth of the Institute has been phenomenal, reflecting the Air Force philosophy toward raising its overall education level. At this writing enrollment exceeds 275,000 with more than 39,000 Reservists not on active duty and 22,000 Air National Guard, making ECI the biggest education system of its kind.

A military staff of thirty, working with 133 civilians, administers 109 courses. The learn-by-mail service is available to members of the U. S. Air Force, both active duty and Reservists, members of the Air National Guard, and members of the U. S. Army, Navy and Marine Corps. In addition, participation is open to senior members of the Civil Air Patrol (and a limited number of CAP cadets), and U. S. civil service employees who meet eligibility requirements.

Long popular among Reservists not on active duty as a source of points, the Institute has now more than 39,000 enrolled. The squadron officer school correspondence course continues to be the most popular, but other general courses are widely pursued, including Command and Staff and War College correspondence courses.

Application for members of active Reserve units must be indorsed by unit commanders or designated representatives. For those not assigned to an active Reserve unit, applications

by Lt. Col. Wilfred W. Wagner

are indorsed by the Air Reserve Records Center.

Point credit is often the major interest that prompts a Reservist to look into ECI. Unit and base education officers are the chief source of counsel, and most of them are fully aware of the problems the busy Institute faces. They know that it is not seeking numbers to increase its already swollen student body. Rather, it wants participants who complete their courses.

The course credits are not tailored to give a Reservist just the right number of points he needs for a given fiscal period. They are fixed by course number for the entire course, and a student is advised at the start to schedule his spare time so that a course is completed in as brief a time as is consistent with individual ability to do thorough work.

Many Reserve students, aware that they can gain one point for every three hours of successful ECI study are busy studying now. However, some will wait until just prior to the June 30, 1960 deadline, and then start cramming. As the end of the fiscal year comes into view a number of Reservists telephone, telegraph, write, or visit ECI, urgently seeking course material, special service, and anything else that will help them chalk up points before the July 1 deadline.

The time has passed when this booming education system can accommodate those in an end-of-fiscal year panic. The reasons: limited staff, mushrooming student body, and conversion of ECI records to electronic data processing.

Right now, fiscal year 1960 is several months old, but it is not too late for Reservists who wish to take advantage of ECI's opportunities for self-improvement and to make some "New Fiscal Year Resolutions." To avoid the frantic eleventh hour rush the student should:

- Allow plenty of time for enrollment, for receipt of course material, and for study.
- Set up a reasonable study schedule and keep a record of work completed. The solution for each volume is due no later than one year from the date of dispatch by ECI. Students are urged to complete a volume per month. The grade card indicates the due date.
- Send solutions registered or certified mail if the date on which they are mailed is on or near a Reserve anniversary date. Keep the receipt for this special handling until the returned ECI Forms 26 are received.
- See that the duplicate copy of ECI Form 26 gets in his Reserve record.

The outstanding ECI student is Lt. Col. Elmo K. Ballard, Jr., AFRes, South Miami, Florida, who has set an astonishing record for participation. As of June 30, 1959, he has earned a total of 1,316 points from ECI participation alone, which brings his total inactive training points to over 4,000 since his release from active duty in May 1946. He is among the first 12 to complete the Air War College Extension Course—a major accomplishment in itself. He has also taken 96 Army and Navy courses.

ECI strives to live by its motto "Disciplina Muneris Praestat" (Professional Education is Paramount), knowing full well that any sincere applicant can improve himself and thereby benefit the mission of the United States Air Force.

Col. Wagner is the newly appointed commandant of the Extension Course Institute. In his dual career he has the titles of Doctorate of Education and Command Pilot.

New Badges and Awards



Lapel Pin



Master Navigator



Shoulder Badge



Physician



Dentist



Nurse



Chief Flight Surgeon



Senior Flight Surgeon



Flight Surgeon



Flight Nurse



Senior Parachutist



Master Parachutist



Parachutist



Air Police Shield

A "1000 Hour" lapel button will be awarded Air Force Reservists along with an appropriate certificate, for achieving minimum flight time requirements in tactical aircraft. The pin will come in three forms—each bearing the new Air Force Reserve insignia and the wording "1000 Hours"; but they will differ in the type aircraft displayed. One will show a miniature C-119, the other a C-123 and the third an SA-16. The award will indicate the wearer's flight proficiency in a particular type aircraft and also his affiliation with the Air Force Reserve. The lapel of the Reservist's civilian clothes will be the appropriate spot for wear of this award.

Achievement of an operational readiness status will be the requirement for Air Force Reserve aircrew members to earn the right to wear the new "Combat Ready" badge. Designed for wear on the right shoulder of the recipient's flying suit, it is a shield-shaped patch containing the new Air Force Reserve insignia and the words "Combat Ready."

The four-color emblem was recently approved by USAF and will be produced on a durable clothlike material suitable for sewing to the flying suit. The colors will be printed with a reflective substance which will make them eye catching even in partial darkness. CONAC's 4th, 10th and 14th Air Forces will be initially responsible for issuance of the badges, but the decision to withdraw them if wearers fail to maintain their combat ready status will be left to the discretion of squadron commanders. The National Guard Bureau is now considering a similar but distinctive badge for members of the Air National Guard.

Both the "1000 Hours" pin and the "Combat Ready" badge are now in the bidding stage and will be distributed immediately upon receipt.

Most Air Force Reservists are familiar with the pilot, navigator and aircrew aviation badges which have been in effect for many years. Since then, several changes have taken place where the older Army aviation badges have been redesigned to complement the Air Force blue uniform and its silver colored appurtenances. Similar changes have been made in the badges worn by certain technical and professional specialists.

The following is a recapitulation of some of the Air Force's most recent additions to the uniform appurtenances

Air Force Reservists flying tactical aircraft will soon be eligible to wear one, or both, of two brand-new awards that have recently been given the CONAC and USAF stamp of approval. One is the "1000 Hour" lapel pin, and the other is the "Combat Ready" badge. Both have been designed specifically for Air Force Reservists and will serve as symbols of individual flying achievement.

worn by airmen, whether they be Regulars, Reservists or Guardsmen:

- Qualified navigators are now wearing wings that are not only indicative of their profession, but also of the degree of experience they possess in that field. Besides the regular navigator's wings are those of the senior navigator (or aircraft observer) and master navigator. The master navigator's insignia is comparable to that of the command pilot.

- Air Force physicians, dentists and nurses are wearing miniature shields above their left pockets. The emblem contained on these shields serves as a means of recognizing the field in which the wearer is engaged.

- Another series of wings identifies the wearer as being either a flight nurse, senior flight surgeon or chief flight surgeon, and like the pilot's and navigator's wings, they too give a general indication of the amount of experience possessed by the individual.

- Air Force parachutists formerly wore the Army's parachute badge, but they now have one of their own, and like the Air Force's wing series this insignia also comes in three forms. They are the parachutist badge, the senior parachutist badge, and the master parachutist badge; each indicative of the level of experience attained by the wearer.

- Arm bands will soon be a thing of the past for the many airmen serving as Air Policemen. Instead, a less conspicuous but more impressive silver shield, similar to those worn by many local law enforcement agents, is in the process of being issued to Air Force APs.

PROMOTION BOARD: Several changes have been made in the FY '60 meeting dates for the Air Reserve Records Center Selection Board, and to the estimated number of officers to be considered for promotion, as originally printed in August. The revised dates and figures for the Nov-Dec-Jan meetings are: Nov. 9-10, 50 to Capt. and 500 to 1st Lt.; Nov. 30 to Dec. 8, 3,000 to Major; Jan. 11-15, 1,000 to Lt. Colonel.

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PORTAL-TO-PORTAL: Air Force Reservists proceeding directly to, or returning directly from inactive duty training are deemed to have been on inactive duty training and are covered by death and disability benefits for that period. However, coverage is limited to injury and does not include disease. Determination of inactive duty status is made by Veterans Administration within the purview of 38 U. S. Code, 106d, which covers both AFRes and ANG. Inactive duty training in the case of ANG means duty other than full-time duty under Section 502, and other sections of Title 32, U. S. Code and 38 U. S. Code 101 (23).

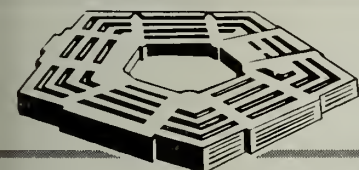
★ ★ ★

REGULARS RECRUIT RESERVE: New AFR 39-36 says that Regular USAF recruiters must not give up on enlisting or re-enlisting an airman. Qualified ex-airmen who prefer civilian life are to be encouraged to see the nearest Reserve or Air Guard unit about a Reserve assignment. Non-prior servicemen are to be steered to AFRes and ANG flying or support units. The reg also says USAF recruiters are supposed to help Reserve outfits in campaigns in setting up "prospect systems" and other feasible systems.

PROMOTIONS TO MAJOR: A board of officers will convene at ARRC on December 7-15 to consider approximately 3,000 eligible Air Force Reserve officers, not on extended active duty, for promotion to the grade of major. Eligible officers must hold a promotion service date on or before June 30, 1954. Those who meet the promotion service date requirements, but do not meet the total years service date requirement, will be ineligible for promotion consideration unless they have promotion service dates earlier than that of officers who meet both requirements. Eligible officers may submit letters under the provisions of Section 8362(f), U. S. Code, direct to President, Reserve Officer Promotion Board, Air Reserve Records Center, 3800 York St., Denver 5, Colo. All communications must arrive prior to the date the board convenes. Eligibility lists or recommendations for promotion should not be submitted.

★ ★ ★

CONGRESSIONAL HOPPER: An important Reserve bill passed both houses during the final days of the 86th Congress. The bill provides national cemetery burial rights to Reservists and Air Guardsmen, the same benefits now available to other servicemen...The ROPA amendments bill passed the house, but not the Senate. It would improve unit promotions for Air Force Reservists...A bill to give educational aid to children of servicemen (including Reservists and Guardsmen) who die as the result of peacetime service got only half way through Congress, as did a measure to give Guardsmen reemployment rights. Action is expected on these and other Reserve bills when Congress reconvenes in January 1960.



Pentagraphs

ART FLIGHT PAY: Air Reserve Technicians qualifying for flight pay as Air Force Reservists must accrue flying time during an authorized period of training while in Reserve status. Flying time accrued while performing duty as an Air Reserve Technician cannot be credited for incentive pay as a Reservist.

★ ★ ★

F-108 CONTRACT CANCELLED: Development of the North American F-108 long range interceptor has been dropped. Changing requirements along with rapidly rising costs have dictated the phase-out, but development of the F-108's advanced fire control system and the GAR-9 missile will continue. The F-108 was to be a long range fighter capable of three times the speed of sound (Mach 3). Its development was to precede, but be closely integrated with that of the Mach 3 B-70 bomber, also being developed by North American. Both the F-108 and B-70 have a number of in-common components and funds spent on development of the former will have direct application and value in development of the B-70.

★ ★ ★

NEW SUITS: Next year some Air Force flying crews will be wearing clothes of a different color. The sedate sage green suits they now wear will be replaced by bright, orange-colored clothing and will be something to see. And that's the point. The vivid hue is expected to aid rescue parties searching for downed crews. However, the new clothing is slated primarily for peacetime missions, flying over friendly areas and during stateside flights. The K-2B and CWU-1/P flying suits will be available in "international" orange color as well as in the standard color. The L-2B and MA-1 flying jackets have orange lining.

JOB OPPORTUNITIES: More than 10,000 job openings exist for people with military experience, according to the Army-Navy-Air Force Register. The magazine's Employment Assistance Center has made a survey which it will provide free, upon request, listing job opportunities, companies and locations. For your free copy, write: Employment Assistance Center, A-N-AF Register, 2020 M St., N. W., Washington 6, D. C.

★ ★ ★

AIR GUARD NOTES: In a recent announcement the Department of the Air Force said it has abandoned plans to equip a BOMARC test unit in the ANG. The proposed BOMARC test was part of AF's continuing program to seek ways of strengthening the contribution of the Air Reserve components to national security. The deletion was based on a change of the new master air defense plan which calls for a smaller number of BOMARC units than previously planned...The designation of Chief, Air Force Division, NGB, has been changed to Assistant Chief for Air National Guard, National Guard Bureau...NGB recently announced the National Guard Association "All National Guard Rifle Team" and the "All National Guard Pistol Team" as new competitions within the marksmanship program. The teams are to be honorary and will be selected annually at the national matches. Any member of a federally recognized NG unit participating in the national matches as a member of an NG team is eligible. The top eight riflemen and the top six pistol shooters of the Guard will be selected and the Chief, NGB, will award a gold medal and certificate to each team member.... New ANG Regs—ANGR 39-29 gives the latest on promotion of airmen; ANGR 35-02 tells about selective assignment of qualified Reservists; and ANGR 60-4 outlines authority on flying instrument certificates.

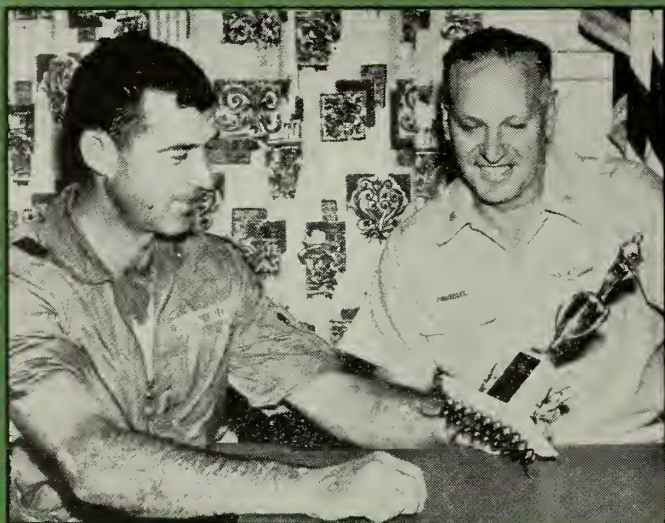
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No. 30H 10-59: 413,964



Brig. Gen. Roland Moore (l) cmdr, 349th TCW, Hamilton AFB and Lt. Col. Harry C. Mailey, cmdr, 314th TCSq of McClellan AFB, Calif., admire recently acquired trophy. Sponsored by General Electric, the award is given to the Fourth Air Force unit having best 6-month recruiting and retention record.



Information specialists from New York's 9215th ARSq are being shown the process by which FAA flight plans are fed the SAGE computer by means of IBM punch cards. The Reservists were guests on a tour of the N. Y. Air Defense Sector's SAGE Direction Center at McGuire AFB, New Jersey.



New lipstick? Nat sol Capt. I. Svodeba (l) chief flight nurse of 140th Aero Med Sq (Pa. ANG) explains medical flight kit to newly assigned 2d Lts. Miller, Mainguth (l-r top), Stancavage and Uzick (l-r bottom).

RESERVE CAMERA



Doing a good turn for the 2657th AResC, St. Louis, Mo., at the Duquesne State Fair, Jimmy Durante stands in with five helpers from the "Angel Flight"—Southern Illinois University's AFROTC-sponsored 60-girl chorus.

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THE AIR Reservist

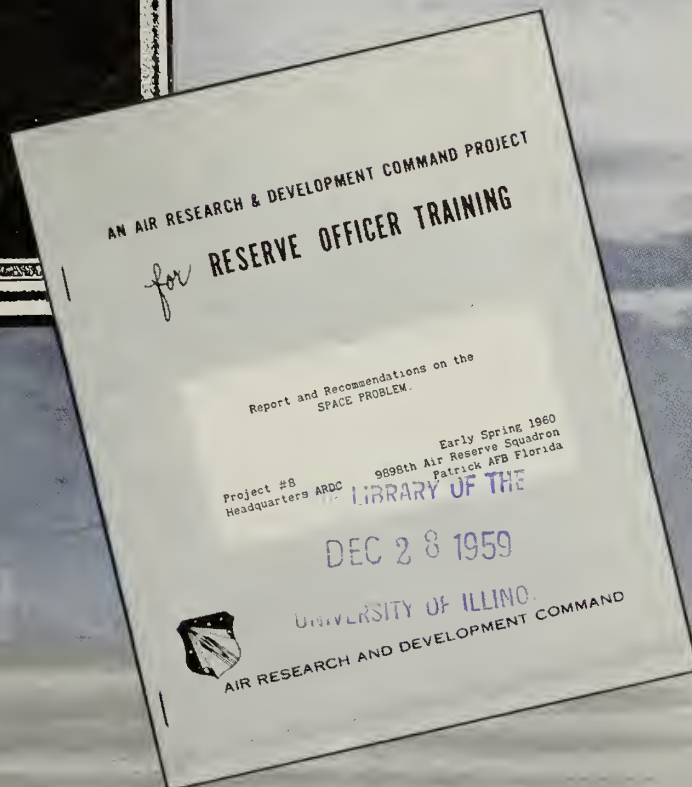


DECEMBER 1959

PROBLEM:

WHAT ARE THE REQUIREMENTS
FOR THE CONTROL OF SPACE?

CONCLUSIONS:



"Quote..."

"Two mass military airlifts which I have had occasion to operate since World War II — Berlin and Korea — owed a major part of their success to the efforts of Reservists who were recalled to active duty. And in MATS today, we still place a great deal of reliance upon our Reservists to cover the broad spectrum of essential military skills—four-engine pilots, maintenance and administrative posts, posts of key importance in our set-up, even 1,000 navigators to man our Civil Reserve Air Fleet Aircraft, which come to us without these important positions filled."

WILLIAM H. TUNNER
Lt. General, USAF
Commander, MATS

THE AIR Reservist

VOL. XI—NO. 10

AIR FORCE RESERVE AIR NATIONAL GUARD
CIVIL AIR PATROL



DECEMBER 1959

Lt. Gen. William E. Hall
Commander, Continental Air Command

Col. Richard P. Haney
Chief, Office of Information, CONAC

Lt. Col. Charles D. Frazer
Director of Internal Information, CONAC

EDITOR
Fred E. Giachino

ASSOCIATE EDITOR **STAFF WRITER**
Earl E. Lane TSgt William J. Turner

The Air Reservist is an official publication of Continental Air Command approved by the Secretary of the Air Force, in accordance with Public Law 476, Section 259, 82nd Congress. This law directs the dissemination of complete and up-to-date information of interest to the Air Reserve Forces.

Editorial Office: The AIR RESERVIST
OI, CONAC, Mitchel AFB, NY

The Material contained in The Air Reservist is listed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by the Secretary of the Air Force and the Director of the Bureau of the Budget 23 July 1958.



... PEOPLE

HELEN BRUENIG, wife of MSgt Edwin A. Bruenig, AFRes., 2563d AResC, Los Angeles, Calif., and CONAC's "Queen For a Year" ends her reign this month. Selected last December by more than 900 Air Force Reserve wives on NBC-TV's "Queen For a Day"

program, Mrs. Bruenig requested 200 pairs of crutches. She wanted to decorate and present them to crippled children. As a result, Helen received valuable prizes, a trip to New York—and 200 pairs of crutches! Her reign was a labor of love, and from January until May of 1959 she and her husband hand-sanded each crutch and laid on a white lacquer undercoating which was followed with hand-painted designs to appeal to children of all ages. As the brightly colored crutches—called "Magic Walking Sticks"—came off the assembly line they were presented to children at several hospitals for crippled children in the Los Angeles area. The children loved them, and some even kept them in bed by their sides. But most important, the "Magic Walking Sticks" stimulated some of the youngsters to learn to walk.

SSGT KERMIT ROSEBERRY, 302d TCW, Clinton County AFB, Ohio, was commended recently for an in-flight act of heroism and ingenuity which led to the safe landing of an imperiled C-119 aircraft at Westover AFB, Mass., on Sept. 3, 1959. During a Swift Lift mission, Sgt Roseberry noticed that the nose-gear assembly failed to lock because a small piece of metal had become wedged in the apparatus. After several unsuccessful attempts to re-cycle the gear, the Reservist removed his parachute and crawled into the cramped quarters of the nose-gear well where he spent two hours in a vain effort to correct the jammed mechanism. With fuel at a minimum and a forced landing imminent, the sergeant resorted to ingenuity and calmly rigged two chains and jacks so they would serve as a brace for the landing gear.

LT. GEN. TRUMAN H. LANDON, deputy chief of staff, Personnel, USAF, discussed "the changing role of the Reserve Forces in the missile age," before approximately 1,125 Air Force Reservists from the Chicago area on October 26. General Landon stated, "I fully recognize that the Reserve Forces have lacked stability. However, this should not amaze anyone who is even remotely aware of the changes going on through the world. The active force has lacked stability for the same reasons. Change is inevitable as is progress." He added, "In the past we have furnished the Air Reserve Forces training opportunities within the funds allotted and training pay so long as the funds lasted. This represents the pattern for the future. Training pay will be furnished, where possible, to reimburse Ready Reservists when they are aligned against known wartime requirements."





Brig. Gen. Julian M. Choppell, former DCS/O, CONAC, shows off top trophies awarded to the winning TCW teams of recent Ellington AFB, Tex., Troop Carrier Rodeo. First place (r) went to 446th, Ellington, second (l) to 349th, Homilton AFB, Col., and third to 442d, Richards-Gebour, Mo.

AIRCREWS OF THE 446TH TCW, Ellington AFB, Texas had expected a quiet weekend of training with instrument practice, transition and formation flying in their C-119 Flying Boxcars. At 10:00 AM, Sunday, November 8, Reserve Operations received an urgent request from the Ellington operations officer: "How many C-119s can you get to airlift foamite for the tanker fire in the Houston ship channel?" "As many as you need," was the reply and the airlift was on. The 20,000-ton tanker, Amoco Virginia, had been taking on gasoline and oil when an explosion and fire engulfed her and threatened the surrounding dock and tank farm. Fire fighters quickly exhausted the available foamite supply on the huge fire, and Civil Defense officials asked for military assistance. Seven C-119s were diverted in the air and directed to other cities and Air Force installations to pick up the sorely needed foamite. At the peak of the ten-hour operation the 446th had 18 planes in the air at the same time, running up a total of over 250,000 pounds of foamite to be airlifted.

THE AIR NATIONAL GUARD'S 152d Fighter Interceptor Squadron, Tucson, Ariz., made an impressive showing at the recent 7th annual USAF World Wide Weapons Meet—*William Tell II*—at Tyndall AFB, Panama City, Fla., by placing second in the Category III (F-100 and F-104) competition. Flying F-100 Supersabres, the ANG pilots won second position with a score of 4,400 points and came within 100 points of the winning team, USAF's 538th FIS, Larson AFB, Wash., which flew the more modern F-104 Starfighter.

The Guard team was comprised of Col. George W. Edmonds, Maj. John T. Guice and Capt. Melvin G. Sisk and Harry R. Eckes, and was backed by a 30-man ground crew headed by Capt. Clarence L. Coward, Jr. Maj. Guice, squadron commander of the 152d FIS, gave an outstanding demonstration of ANG training and individual ability by scoring a perfect 1,500 points for his three missions.

... POLICY

SEVENTY-FIVE AIRMEN of the Air Force Reserve will be selected and appointed to officer status during Fiscal Year 1960 (ending June 30, 1960). Appointment will be made through the grade of captain and extended to eligible airmen of all Ready Reserve program elements.

Because of the limited quota and large resource for appointment, only persons qualified without waiver will be eligible to apply. Eligibility requirements are as follows:

- Must not have reached 40th birthday as of July 1, 1960.
- Must meet the moral, citizenship and medical requirements as established in paragraphs 9, 10 and 11 of AFM 36-5, 1 July 55, as amended.
- Must not have an active duty service obligation as defined under the Universal Military Training and Service Act. Only those individuals who are exempt from induction are qualified for appointment under this program. An individual serving in the Air Force Reserve in a draft deferred status is not exempt from induction and consequently is not eligible for appointment. Individuals enlisted under the provisions of AFR 45-33 fall within this category of persons not eligible under this procurement objective.
- Must be assigned to and actively participating in Reserve training in a Ready Reserve unit or mobilization position, at time of application and at time of appointment.
- Must have completed a minimum of 12 consecutive months in a Ready Reserve position at time of application.
- Must possess an Availability Classification Code of AA in accordance with AFR 45-17.
- Must agree in writing to meet training requirements of the Ready Reserve program element to which assigned and to remain assigned to that program element for a period of three years.
- Must have attained an Officer Quality Stanine Score of

see **POLICY** page 6

Greetings

This year it is once again my pleasure to extend my most cordial Christmas greetings to all readers of The Air Reservist and their families at this historic point in our national history. While world tensions appeared to have relaxed in some degree, the need for maintaining full awareness of the age we live in has by no means lessened. All of us concerned with aerospace power must do all we can to assure our future Christmas Seasons continue in joy and peace. I wish you good health and prosperity for this Holiday and the New Year to come.

Lieutenant General William E. Hall
Commander
Continental Air Command

OUTLOOK: Air Reserve Forces

High-level study groups and planning committees have taken the spotlight in a quest to uncover the possible future utilization of the Air Reserve Forces. The following is a round-up of current trends and resolutions bearing upon the OUTLOOK of the Air Reserve Forces.

III Air Reserve Forces Study

The Air Reserve Forces Review Group, appointed by General Curtis E. LeMay, vice chief of staff, USAF, has completed its study of long range requirements and missions for the Air Reserve Forces. The recommendations have gone forward to the Air Staff, but results and final decisions were not announced prior to press time for *The Air Reservist*. Details on this important study will receive thorough coverage as soon as they are made available by Hq USAF.

Under the chairmanship of Major General Sory Smith, commander of Fourth Air Force, the 14-man group studied the best means to utilize Air Reserve Forces' capabilities in support of the mission of the Air Force. The following is a clarification of the problems which faced the board:

TASK: To study and make recommendations concerning long range requirements and missions for the Air Reserve Forces, to best utilize their capabilities in support of the mission of the Air Force.

BACKGROUND: The transition of the United States Air Force into missiles, and space, and the era of multi-megaton weapons, required a reappraisal of the planned utilization of the Air Reserve Forces. This necessitates an imaginative and penetrating look into the future to determine roles and missions best suited for Reserve Forces employment, an objective analysis of the current program in terms of future requirements, and proposals to reorient the present program toward realistic long range objectives.

POLICY: National policy requires that the Air Force maintain and support a Reserve Force necessary to augment the Active Force in the event of an emergency. The Air Force considers the Air Force Reserve and Air National Guard as useful and valuable parts of our overall aerospace power and will continue to take advantage of this inherent potential. The Air Force not only intends to continue to support these components but also hopes to find new methods and missions to make them even more useful.

OBJECTIVES: Determine valid and compatible roles, missions, organizational pattern and utilization of the Air Reserve Forces in support of the Air Force Strategic Concept for the time period through 1970 and beyond.

Review current Reserve Forces Programs, and where necessary, recommend revisions to achieve phased alignment with determined future roles, missions and utilization.

Incorporate findings, conclusions, and recommendations into a report suitable for presentation to appropriate review levels and for subsequent staff implementation.

SCOPE: The Review Group will inquire into all aspects of Air Force planning pertinent to the accomplishment of its task, to include, but not be limited to such areas of study as:

- Current and foreseen transitions in methods of warfare and foreseeable nature of hostile military impact on our nation insofar as these bear on Air Reserve Forces planning.
- The proposed Air Force Concept for utilization of the Air Reserve Forces. This concept has been recently developed within the Air Staff and is currently being finalized.
- The proposed Air Reserve Flying Unit Objective Force through 1970.
- Present and projected non-flying Reserve Force Structure.
- The Reserve Force individual structure, organization and operation.
- Organizational pattern for Command and Control.
- Inclusion of the Air Reserve Forces in missions which would increase Air Force residual support and recovery capability after a nuclear attack.
- Inclusion of the Air Reserve Forces in other support missions, within their capabilities, add realism to training, effect economies to the Active Establishment, and offer meaningful contributions to overall Air Force war time capability.
- Air Reserve Forces contribution to limited war situations.

The special group convened at the Pentagon on October 19, and completed its study in November. The group was selected because of their experience in the active establishment and familiarity with the Reserve Forces.



Under Secretary of the Air Force, the Hon. Dudley C. Sharp addresses audience at 29th Air Reserve Forces Policy Committee meeting in Wash., D.C. Seated at right is committee chairman Maj. Gen. Clarence A. Shaop.

Policy Committee

Major General Clarence A. Shoop, Chief of Staff, California Air National Guard, has been appointed by Secretary of the Air Force James H. Douglas to a three-year term on the Air Reserve Forces Policy Committee. Secretary Douglas also named Brigadier Generals John M. Campbell of Nebraska and Joseph J. Foss of South Dakota as alternate members representing the Air National Guard on the committee.

The committee, composed of six members each plus two alternates from the Air National Guard and the Air Force Reserve and six in representing the active Air Force, held its semi-annual meeting in Washington recently. Proposals considered during the meeting and sent to the Secretary of the Air Force for action included:

A measure to provide per diem payments to Reservists for short active duty tours. At the recent meeting ARFPC received figures estimating the annual cost of such per diem at \$4 million annually. The board decided the cost would be prohibitive and recommended disapproval for the present. However, it was recommended that the matter be "air staffed" and taken up at the next ARFPC meeting.

A plan to waive time-in-grade requirements for promotion of Reserve airmen, who formerly served as officers, received committee approval. This will parallel Reserve airmen with their active duty counterparts.

Approximately 20 separate proposals affecting Reserve and Air Guard policies in the personnel area were studied. One of the major decisions was the denial of quota allocations for ROPA promotions. The proposal was to allocate Reserve officers' promotions so that active duty and non-active duty groups would share proportionately in the promotions.

Defenders of the proposal pointed out that this year's promotions to ROPA colonel (overall vacancy type) consisted of 144, of which 124 were active duty and 20 non-EAD. It was contended that an equitable distribution on a percentage-eligible basis would have found 50 active duty and 95 non-EAD as eligible for promotion. The opposition stated that Congress intended that the best qualified officers should be selected to fill a single promotion quota without regard to active or non-active duty status. CONAC took the position that to "subdivide the total quota would nullify the use of the 'best qualified' method."

ARFPC considered other actions, with these results:

- Rejected developing a procedure whereby Reserve line officers becoming doctors (or lawyers or other professionals) can be transferred in grade from their existing line status to their professional status.
- Rejected a plan to award a point credit when a Reservist takes a required physical when the examination is not conducted at a drill period.
- Approved liberalization of Contingency Option provisions and indorsed those provisions in the Option proposal backed by the active duty forces. The proposal, number 86-136 in the current Defense legislative package went to the Budget Bureau recently. The change specifies that to be effective, an election must be made at last three years prior to the date members are retired. This will permit non-EAD people the opportunity to make an election up to the day preceding their 57th birthday.
- Approved granting retirement points to certain Reservists. The Policy Committee indorsed a new Reserve Forces

"concept paper" (the document is classified at present), and recommended that the National Guard Bureau study a plan for retirement of Air Technicians. It also suggested that the Hq USAF air staff study the question of assigning "8033" and "265" officers to the Joint Chiefs of Staff. The latter are Reserve duty tours in which they work primarily with Reserve.

Chairman of ARPC is Maj. Gen. Clarence A. Shoop, California ANG. Other Reserve and Air Guard generals on the panel include Brig. Gens. William W. Spruance, John O. Bradshaw, Ramsay D. Potts, Bernard M. Davey, Frank Bailly and George R. Doster. USAF members include Maj. Gen. Robert B. Landry, asst. DCS/Personnel; Elvin S. Ligon, Jr., personnel planning chief; Lloyd P. Hopwood, director of personnel procurement and training; and Benjamin J. Webster, director of programs; and Brig. Gens. Robert H. Curtin, deputy for real property; and F. J. Sutterlin, deputy for operations.

ROA's Air Affairs Meeting

At its annual fall meeting in Las Vegas, Nevada, the Reserve Officers Association's Air Affairs Committee adopted strong resolutions supporting continued emphasis upon Reserve strength in the Air Force as a key to national security.

Resolutions adopted at the committee meeting were:

- **Single Service:** That full support and cooperation be given towards obtaining the objectives of a one-war plan—one Secretariat . . . one Chief of Staff . . . one promotion list . . . a functional organization, organized for effectiveness of Defense and logistic missions.
- **Air Reserve Forces:** To support a strengthened Reserve Force, evidenced by a statement, 18 Sept., by the Chief of Staff, USAF (published in October-November issue).
- **Training:** That the Air Reserve Forces continue to be trained under one major command, namely CONAC. That the primary mission of procuring, administration and training of all Air Force Reserve be the primary mission of CONAC.
- **Air Crew Per Diem:** Steps be taken to authorize per diem for Air Force troop carrier air crews of the Ready Reserve.
- **World Air Ways:** ROA recommends revision of procedures and regulations governing travel of Reserve training flights outside Continental United States.
- **Air Lift:** That the Defense Department request funds for Air Force to provide an air lift capability of moving Army troops in such numbers as may be determined by the Joint Chiefs.
- **Funds:** That the Congress enact legislation prohibiting the Budget Bureau or any agency of Executive Branch by administrative restriction or freezing of appropriations for use of Armed Forces . . . including Reserve Components.
- **Drill Pay:** That the presently proposed ceiling of the paid Reserve be appropriated and USAF be permitted to program and project for a Ready Reserve Force of such size as is compatible with requirements and ability of the Air Force to recruit and train.
- **Standby Reserve:** That the Defense Department be urged to plan and program adequate up-to-date training for Standby Reservists.
- **ROPA:** ROA's Air Force Committee endorses the House passed ROPA amendments and instructs the National Staff to support the bill before the Senate.

■ POLICY from page 3

five or higher on the AFOQT, for all grades.

- Must be within the following age-grade table for appointment to the specific grade:

Grade	Age
Second Lieutenant	18 but less than 28
First Lieutenant	28 but less than 34
Captain	34 but less than 40

Appointments will not be made in this instance on the basis of education or qualification in any specialty. For example, airmen possessing professional qualifications for appointment as Judge Advocate officers, chaplains and chaplain candidates, physicians, dentists, veterinarians and nurses are appointed under separate authority previously established for these categories.

Applications may be made to the unit of assignment, through channels, in accordance with CONAC Letter 45-6, subject: "Commissioning of Reserve Airmen—Procurement Objective," 20 August 1959.

THE AIR RESERVE RECORDS CENTER frequently receives this query from promotion-minded Reserve officers: "How can I make sure the complete story about my civilian and Reserve activities gets before the Selection Board?"

Section 8362 (f), Title 10, U. S. Code, entitles Reserve officers eligible for promotion to send a letter, through official channels, calling attention to any matter of record in the Armed Forces concerning himself that he considers important to his case. Such communications should be prepared in military style and addressed through official channels to the President, Selection Board, Air Reserve Records Center, 3800 York Street, Denver 5, Colorado.

Letters written for Selection Board use must not criticize or reflect adversely on the character, conduct or motives of any officer. Nor should they contain questions directed to the President of the Selection Board—such letters will be returned to the sender. Questions should be forwarded as the subject of a separate letter so that the proper office at ARRC may insure prompt reply. Letters should be submitted in single copy only; duplicates are not needed. If possible, they should be submitted at least 30 days in advance of the date the Board meets.

PUBLIC LAW 86-197, enacted on August 25, 1959, has amended Section 1332 of Title 10, U. S. Code, which relates to retired pay for nonregular service, more familiarly known as Title III retirement.

The Act originally provided that service in the federally recognized National Guard could be counted prior to June 15, 1933, (which was the date when the National Guard of the United States was established) but after that date only service in a Reserve component was creditable in computing years of service and the rate of retired pay. It failed to take into account that Federal recognition and NGUS appointment were not concurrent and that the time lag between the two varied from a month or two to over a year in a considerable number of cases.

The amendments effected by the Act of August 25 make the time between Federal recognition and appointment in the NGUS, ANGUS, Reserve of the Army, or Reserve of the Air Force, as the case may be, creditable in computing years of service for eligibility to and amount of retired pay at age 60. Approximately 22,000 officers of ANG and ARNG will be affected by this new ruling.

SAC'S OFFICER RECALL PROGRAM for Fiscal Year 1960, (announced in May 1959 issue of *The Air Reservist*) has undergone change. Deleted from the recall skill list are pilot, strategic bombardment (1235 B/C); pilot, navigator bombardier (1245); and pilot, tanker (1065 B/C). Added to the list for recall are navigator-bombardier (1525Z) and weapons controller (1744) in the grade of lieutenant only.

The current Fiscal Year 1960 officer recall program has returned to extended active duty, or selected for return, 179 navigators and navigator bombardiers since July 1, 1959. Major emphasis has been placed on Air Force-wide recall of navigator skills. However, 5 multi-jet qualified strategic bombardment pilots and 5 tanker pilots have been returned to Strategic Air Command crew positions. First lieutenants predominate in the rated recalls.

Recall in the non-rated skills will be highly selective. Rated officers selected for recall in a non-rated capacity will, in most cases, be recalled *not on flying status*. Reserve officers interested in recall may apply for consideration under provisions of AFR 45-26. Air National Guard officers will apply under same procedures through appropriate ANG channels. Initial selections for recall are made by Air Reserve Records Center and final selections by Hq USAF.

SIX AERIAL PORT SQUADRONS of the Air Force Reserve were reorganized recently in a move to improve service to troop carrier units. The squadrons are: the 11th, Mitchel AFB, N.Y.; 14th, Ellington AFB, Texas; 15th, Donaldson AFB, S.C. 16th, Bakalar AFB, Ind.; 17th, Paine AFB, Wash.; and 18th, Pope AFB, N.C.

Under the change, each of the aerial port squadrons are authorized one detachment to be located with a troop carrier wing or smaller element. Locations of the detachments will be determined by the numbered air forces. In addition to providing closer support between troop carrier wings and aerial support squadrons, the change will improve squadron recruiting by extending its elements into more areas.

Each detachment will consist of one transportation officer (6024); one organization supply specialist (64151); one apprentice administration clerk (70230); multiples of 16 loadmasters, as determined by the numbered air forces; and one combat control team. In the case of the loadmasters, once determination has been reached for the size of the authorized detachment, its strength will remain constant. Loadmasters are required at the rate of one per aircraft.

The balance of authorized strength will remain with the headquarters squadron section of each aerial port squadron. Originally, it was anticipated that the squadrons would consist of several smaller detachments. However, due to administrative and supply technicalities the number of detachments has been limited to one per aerial port squadron. Authorized strength figures for each of the aerial port squadrons vary only in airmen, since seven officers are authorized for each. Variations in airmen strengths are created by different requirements in the number of loadmasters assigned. The 11th and 15th squadrons are now authorized 129 airmen, while the 18th has 145, the 17th has 161, and the 14th and 16th squadrons have 177 airmen.

"Wild Blue Yonder" is the name of a recent hi-fi, LP, recording put out by the Elektra Corp. (N.Y.) The lyrics add a touch of humor to the serious role played by today's Reservists. Vocalist Oscar Brand is backed by the Roger Wilco Four.



Chet Huntley (l), commentator on NBC-TV's "Huntley-Brinkley Report," was host to special showing of the news program during NYC World-wide Information Seminar recently. With him are Capt. Vic Allen, AFRes, of the 9215th ARSq, which hosted the seminar, and Frank McGee, also of NBC.

... PLANS

THE NATIONAL GUARD BUREAU and the U. S. Government are presently working on a plan to include thousands of full-time Air National Guard technicians in a retirement plan to be paid for by the federal government.

Forty-one of our 50 states are being surveyed by the Guard to determine how many will agree to participation in such a program and what the approximate cost will be. Nine states already provide a retirement plan for their Guard technicians and those in the District of Columbia now receive federal retirement benefits.

Considered by states as being federal employees, and by the federal government as being state employees, ANG technicians are not entitled to share in either's retirement plan. The major problem to be met by the Guard will be to get each state to amend its retirement laws so that they include ANG technicians.

A TRAINING COURSE MATERIAL WORKSHOP designed to take a "new look" at the course materials used at Air Reserve Centers was held at Hq CONAC in November. The workshop resulted in plans for future preparation and distribution of course materials to go into effect with the 1960-61 academic year. Course writers and representatives from Air Training Command, and training officers from CONAC numbered air forces attended.

The purpose of the plan is to enable course writers to prepare materials with the latest information, thereby eliminating all obsolete materials. Simplified requisitioning of materials will guarantee that requested materials will be received by the Centers in time for the new academic year.

As planned, future course materials will be prepared and written on an academic year basis. Each year's course material will be prepared in two volumes, each volume consisting of 12 lessons. Increments of courses will no longer be used

and each volume will indicate the academic year for which it was prepared. Each year new course materials will be prepared so that the very latest information in a course of study will be in the hands of the Reservists shortly after it is written. There will be one course of study in each field of endeavor each academic year. This would require classes in all Reserve Centers studying a particular course to use the same materials. As a result, a Reservist transferring from one Center to another will have no problem continuing his course.

Under the new plan it will be required that all Air Reserve Centers operate on an academic year basis. This is necessary because new course materials will not be available for use earlier than May or June of each year. Only the first 12 lessons (Volume 1) will be distributed at that time. The last 12 lessons (Volume 2) will be available in November or December of each year.

... MISCELLANY

AUTOMATION HAS TAKEN OVER at the Air Reserve Records Center with the installation of an RCA 501 computer. The electronic data processing system will do many of the jobs now done manually.

The new equipment can process with lightning speed information on each of the half million plus Air Force Reservists whose records are maintained at the Center, updating files daily, providing rosters for selection boards, and answering within 24 hours the two thousand questions submitted daily to the data processing division.

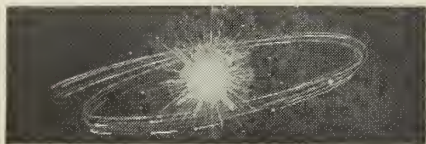
Together with a high speed printer, the computer will prepare mailing labels and other printed material at the almost unbelievable speed of 600 lines per minute. Normally, file updating and label printing time for *The Air Reservist* requires 120 manhours. With the new computer, the job can be done in fifteen hours.

As an example of its great speed, the old manual system of pulling an officer's record to extract a bit of information took 22 minutes. Assuming 1,000 such actions a day, the total job would consume 367 manhours of effort. While doing other functions simultaneously, the computer can do this same job in only 17 minutes.

A NEW EMBLEM has been designed for the Air Reserve Records Center. Recently approved by USAF, the new design is the product of Shirley Elliott, an employee of the

director of Administrative Services at the Denver, Colorado, installation. Symbolizing ARRC and its mission, the emblem shows the planet Earth whirling in a field of stars and space, indicating the far-flung activities of the center. Superimposed on the sphere are a scroll, representing the maintenance of records, and a plane and star, signifying the Air Force. Beneath the shield enclosing the design is the ARRC motto: "Manpower Bank of the Air Force." The emblem displays both the Air Force colors, ultramarine blue and golden yellow, and the national colors, red, white and blue.





FOCAL POINT: Tear

Lt. Gen. B. A. Schriever, commander, ARDC:

"The past ten years have seen an accelerated program of weapon systems development by the major powers of the world. The work of the ARDC has been a vital factor in keeping this nation second to none in defensive as well as striking power strength. That members of the Continental Air Command's Reserve Forces have been able to contribute to the ARDC program is indicative of your command's utilization of this pool of qualified and dedicated Reservists. Approximately 2,500 Research and Development spaces are being occupied by eminently qualified Air Force Reservists at 40 CONAC Air Reserve Centers, Headquarters ARDC, and its subordinate commands. Included in ARDC's Reservist pool are college and university professors, industrial executives, engineers, and research scientists and technicians in government. I speak for CONAC and all Reservists when I say we are honored and proud to be part of this first ten years of ARDC achievements."

—Lt. Gen. William E. Hall, commander, CONAC.

Success in the space-age demands all of the wisdom and originality we can muster. The general tenor of recent statements and policies from the Hq USAF stress the vitalness of utilizing the wealth of talent and know-how available within the Air Reserve Forces.

Our cover depicts a typical project by one segment of this pool of scientists mentioned by General Hall in his congratulatory message to General Schriever. The 9898th Air Reserve Squadron of Patrick AFB, Florida, is about to concern itself with some of the problems we might encounter in the control of space—a project which they expect to complete by early Spring 1960.

The Air Research and Development Command program directed toward eligible Part I, Part II, and Part III Reservists, is a giant step along the way to full utilization of a dynamic force. It is resulting in inestimable savings to the Air Force in the accomplishment of its missions—savings through utilization of readily available manpower, and savings in training hours through the use of talents and skills already enhanced by rich experiences both in industry and the military service. In addition, the individual Reservist is upgrading his potential and ability to perform his mobilization duties. A most important feature of the program is that these talents and skills are being utilized *now*—before the development of a national emergency.

The importance of this *ready* position long has been stressed by General Curtis E. LeMay, USAF vice chief:

"... Fast reaction in augmenting the active forces in time of emergency is essential. To perform their D-day tasks efficiently, every individual must be well trained and ready. In order to assure this capability, there will be a constant challenge to find new and better methods to keep every member of the Air Force Reserve and Air National Guard in step with the forward rush of science and technology. . . ."

Lt. General B. A. Schriever, commander of Air Research and Development Command, recently pinpointed the importance of "think" type projects—ideas necessary to crack the time barrier:

"... By the very nature of its work, R&D must utilize a combination of human talents, equipment, materials, facilities, and installations, all making for an extremely costly

outlay. But by far the most expensive commodity with which we deal is time.

"A fresh gain in scientific or technological knowledge registered next month, would have enhanced the capabilities of a system just put into production. Of course we could incorporate it in a later model, but modifications take time and that is the part of the bill we can least afford at this crucial pass in history. . . ."

ARDC organized its Project concept for Reservists in 1957. Since that time some 50 projects already have been assigned to several thousand Reservists—singularly and in groups. A key to the sophistication of the program may be gleaned from a few of the project titles: "Reliability in Missile Programs," "The Future of the Military Airplane," "The Space Problem," "Story of the High Power Klystron from Basic Research to Important Payoff," "An Approach to Future (10-20) Years, Manpower Personnel Requirements" and "The Parameters of a Decisive Weapon."



Work in Research and Development

How are such projects acquired? ARDC may request specific group projects be scheduled by certain CONAC Air Reserve Centers when mobilization assignments and civilian experience of the individual assigned Reservist indicate the performance in a group project will definitely increase the ability of the Reservists to perform in their mobilization positions. Requests for projects are initiated by Headquarters Air Research and Development Command and its centers directly to the Air Reserve Center concerned.

How do the Air Reserve Centers maintain proficiency during the interim periods between projects?

The answer lies in 15-day tours, seminars, and through specifically designed study courses during inactive duty training assemblies. Seminars are usually of the one day or two week variety, dependent upon the complexity of the study under consideration. They are usually set up by one of CONAC's 16 Air Reserve Training Wings under the sponsorship of one or more of its Air Reserve Centers. A recent example was the one-day seminar under the auspices of the 2479th Air Reserve Training Wing and sponsored by the San Jose Air Reserve Center. In addition to San Jose, the Alameda and Sacramento Air Reserve Centers participated along with elements from Army and Navy units.

The seminar was designed to acquaint Reservists in the Bay Area with basic elements of Space-Ground Communications and Data Processing. The purpose was to provide these Reservists with an understanding of the various problems involved in this particular aspect of space research and development. Civilian engineers and scientists as well as military leaders participated in the seminar.

There are 66 Research and Development classes at the 40 Air Reserve Centers involved in the ARDC program. An example of a well-defined study course program is the one being implemented by the aforementioned 9898th Air Reserve Squadron. In a special report for *The Air Reservist*, Lt. Col. Thomas Appleby, Jr., and Major D. C. Madrid, commander and training officer, respectively, of the 9898th, explain their problem areas and how program was instituted.

"The overwhelming majority of the Reservists in the 9898th are actively engaged in missile science at the ARDC base at Cape Canaveral. With more than three fourths of the strength of the 9898th made up of men currently assigned to civilian research and development activities and others engaged in support of such effort, it was felt that unless the Air Force could take advantage of this situation, pure functional value would be in the area of 25 percent.

"A staff study was made, recommending the instituting of an R&D course on missile science and on Jan. 1, 1958, the R&D class of the 9898th ARSq was born. A pilot course was begun. Lessons were prepared for twelve classes during the second semester of academic year 1957-58. Some were lectures, others discussion and seminars, and still others were demonstrations.

"Continental Air Command approved a year course which was instituted with the beginning of academic years 1958-59. It consisted of 24 periods of a minimum of two hours each (often more), using the education methods and techniques developed during the pilot course.

"A final test was given in which sections of the class were

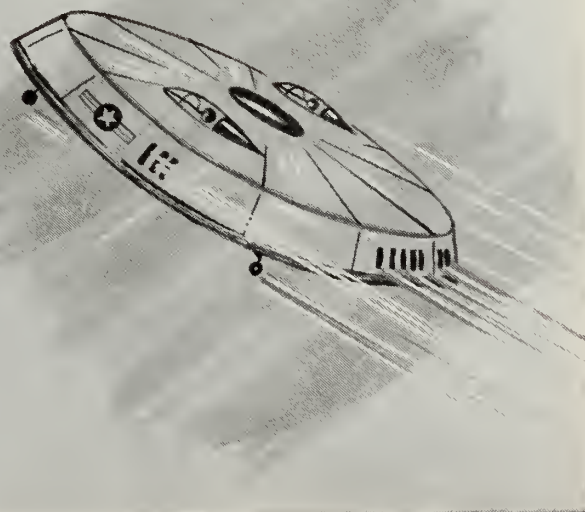
assigned various problems, and solution was achieved through the use of seminar sessions. One outgrowth of the above method was an exceptionally comprehensive study dealing with a Glossary of Astronautical Terminology. Final results were submitted to and were published in June 1959 by the IRE Professional Group Transactions pertinent to Space Electronics and Telemetry.

"The effect of all this concentrated effort has been the interaction between advanced knowledge and sophisticated growth which has been derived by the civilian specialists engaged in Air Reserve Research and Development activities. There is the assurance that these Air Reservists will comprehend completely the complications of missile warfare. This is a Reserve capable of either command or technical function in time of emergency and whose strongest argument is that they are thoroughly familiar with the latest in exotic weaponry.

Col. Appleby and Major Madrid summarize the results of the 9898th's program thusly: "Much has been learned from our programs: a wealth of pertinent information has been garnered; lesson plans have been prepared; methods and techniques have been improved; and instructors have been trained. In short the program has been 'polished.' Our philosophy of training has evolved in terms of desired outcomes and realistic objectives.

"What of the future? The assets of a ready trained R&D unit are many. There would be a minimum transition period from peace to war activity. For the three-day war, the training period cannot exceed more time than a call to duty via the telephone. Only the ready R&D Reservist can participate with complete confidence.

"By improving the R&D training, it is hoped that similar courses can be adopted Air Force-wide. Other Air Reserve groups may compete in this endeavor, with the result of even more concentration toward the epitome of preparedness."



AIR MAIL



Q. I spent 21 months on active duty as a jet fighter pilot and after my release in December 1958 I wrote to the Air Reserve Records Center requesting voluntary suspension from flying status. My request was refused and I would like to know why since I thought anyone could be suspended if they requested to be taken off flying status.

A. A Reservist may not, except under unusual circumstances, be voluntarily suspended from flying status if he (1) is under 35 years of age; (2) has had less than 10 years of rated duty on flying status; (3) is not eligible for a non-rated specialty commensurate with his grade which would be equally as valuable to the Air Force as his rated specialty.

Q. I am presently attending college. What would I be required to do if I enlisted under the Air Force Reserve Non-prior Service Program?

A. Persons enlisted under this program must initially complete six-months active duty for training. After tour is completed, they must actively participate in Reserve unit training assemblies. You should contact the nearest Air Reserve Center or Troop Carrier Wing for details.

Q. I am interested in applying for extended active duty. What Forms must I complete?

A. You must complete AF Form 125. This Form may be obtained from the Air Reserve Records Center or from your local Air Reserve Unit.

Q. I am a Standby Reservist with assignment to Headquarters CONAC (NARS) ARRC. My term of service will expire soon. Can I be reenlisted into the Inactive Reserve?

A. Provided you are fully qualified for reenlistment in the Air Force Reserve in accordance with AFR 45-47, as amended, and during your last retention year you have earned 15 points, exclusive of gratuitous points, you may be reenlisted into the NARS. Such enlistment must be accomplished not later than the day following your expiration term of service date. Thereafter reenlistment may be for a Ready Reserve position only.

Q. During World War II, I was appointed Flight Officer and rated Service Pilot. Shortly after my release from extended active duty I was commissioned 2nd Lieutenant but I understood my flying status terminated at that time. May I now have my flying status revalidated as a commissioned officer?

A. You may not have your flying status revalidated because your rating of Service Pilot is now obsolete and you do not hold a currently effective rating.

aerospace

library



Command Decisions, by the Office of the Chief of Military History, USA (Harcourt Brace, \$5.95). A thorough, detailed study and analysis of 20 crucial and controversial high level military decisions of WWII, based on official state and military documents and combat records, by a group of professional Army historians.

Grand Old Lady, Lt. Col. Carroll V. Glines, USAF and Lt. Col. Wendell Moseley, USAF (Pennington Press, \$4.00). The story of the DC-3, the "Gooney Bird," from its beginning in 1932 through its magnificent role in WWII to use at present in the military services and commercial airlines.

The Saga of Pappy Gunn, General George C. Kenney, USAF (Ret.) (Duell, Sloan and Pearce, \$2.95). The biography of Lt. Colonel Paul Irving "Pappy" Gunn, one of the outstanding airmen-of-fortune of our time and WWII hero of the South Pacific Air War, by wartime Fifth AF and FEAF Commander. As special assistant to General Kenney, "Pappy" Gunn performed some of the most brilliant, ingenious and adventurous feats to come out of the war.

First Into Outer Space, Ted Gordon and Julian Scheer (St. Martin's Press, \$4.50). The detailed story of America's

first deep space probe—the USAF Thor-Able which reached an altitude of 71,300 miles.

Soviet Space Science, by Ari Shternfeld and translated from Russian by USAF's Technical Documents Liaison Office, (Basic Books, Inc., \$6.00). An astronautics survey by a Soviet scientific writer described as one of the most capable and prolific in the U.S.S.R. A rewarding semi-popular treatment of the Soviet's aerospace probes.

Interim Aerospace Terminology Reference, (AFP 11-1-4). Prepared and published by the Directorate of Administrative Services in Hq USAF, the primary purpose of this loose-leaf pamphlet is to enable all Air Force members to speak the same language when discussing missiles, spacecraft, aircraft, satellites and other aerospace vehicles.

The Exploration of Space, Arthur C. Clarke (Harper, \$4.50). The revised, updated edition of a major classic, with latest information on the Sputniks, Explorers, and the Air Force's missile and space vehicles.

The Soviet Air and Rocket Forces, compiled by Asher Lee (Frederick A. Praeger, \$7.50). Lee, a recognized British expert on military aviation recounts the history of the Soviet Air Force and gives various points of view on the major aspects of Soviet aerospace power with chapters written by American, British, German and ex-Soviet specialists.

This month Civil Air Patrol celebrates its 18th year of operation as an official civilian auxiliary of the U. S. Air Force. The following congratulatory messages and recapitulation of CAP's accomplishments are noted along with the best wishes from the staff of The AIR RESERVIST magazine.

Brig. General Stephen D. McElroy, USAF, National Commander, Civil Air Patrol—"To the Civil Air Patrol on the occasion of its 18th Anniversary, I send greetings. The outstanding work of the Civil Air Patrol is a matter of record and pride. In their Public Service Mission, the volunteers who comprise this organization have earned a hearty 'Well Done.' Congratulations and best wishes."
—DWIGHT D. EISENHOWER

"... Today the Civil Air Patrol has a membership of 40,000 senior members and more than 36,000 participating cadets. The CAP search and rescue and disaster relief operations save hundreds of lives yearly. The CAP aviation education program advances the air-mindedness of our young citizens, so important in this aerospace age. In the fulfillment of these vital missions, the Civil Air Patrol is a source of pride to the Air Force and a valuable adjunct to the active establishment. I extend to the Civil Air Patrol my sincerest best wishes on its 18th Anniversary and for many more years of successful CAP-Air Force joint efforts."

—LT. GEN. WILLIAM E. HALL, COMMANDER, CONAC.

Brig. Gen. Stephen D. McElroy, national commander of Civil Air Patrol, expressed surprise and pleasure with CAP's summer accomplishments during its busy 18th year. Highlights of its varied activities included:

- 11,000 Civil Air Patrol cadets attended summer encampments on 38 Air Force bases.
- 52 young male cadets attended the Jet Age Orientation Course at Perrin, AFB, Texas, and 52 female cadets attended a similar course at Gunter AFB, Ala.
- 143 cadets were guests in one of 19 foreign countries this summer in an exchange program which saw 134 young men from those countries hosted by CAP Wings in 20 of our states.
- Approximately 15,000 cadets participated in the National Drill Competition from which 220 finalists, representing

each of the eight Regions, Puerto Rico and Hawaii, were chosen to compete at New York City for top honors.

- The National Champion Hawaii Drill Team represented CAP in the International Drill Exhibition in Toronto.
- Many women cadets participated in the Inter-Region Cadet Exchange.
- Incomplete reports indicate 767 hours were flown by CAP crews in search and rescue missions during summer months.
- 39 SARCAPS (Search and Rescue, CAP) were performed.
- More than 1,800 school teachers attended 46 Education Workshops in colleges and universities in this country.
- 130 teachers, along with 28 Air Force Reserve officers, attended the National Aviation Education Workshop at Montana State University.
- 200 CAP officers attended the first Civil Air Patrol Staff College at Montana State University.
- CAP's National Headquarters, with

approximately 100 people and a half-million pounds of equipment, moved from Wash., D. C. to Ellington AFB.

CAP ROUNDUP: A nationwide radio-communications network between CONAC planes and those of the CAP is now in the planning stage, along with the adoption of a standard method of alerting CAP stations. Together, they would enhance the effectiveness of CAP's extensive network—the largest civilian radio net in the world . . . The volunteer, nonpaid civilian CAP members have chalked up an impressive six-month record in the search and rescue phase of their mission. During the first half of 1959 they made 3,745 SAR flights, representing 7,372 flying hours and more than 50% of all search and rescue missions flown in the nation. The payoff was a saving of 182 lives . . .

CIVIL
AIR
PATROL



Four commanders, (l-r) Brig. Gen. Stephen D. McElroy (CAP); Lt. Gen. William E. Hall, CONAC; Col. Seymour J. Siman (Northeast Region); and Col. James F. Kavanagh (Connecticut Wing) meet at 3-day CAP Regional Conference held at Ellington AFB, Texas during early November.

CROSS COUNTRY



SALUTE TO CONAC—New York City Mayor Robert F. Wagner proclaimed November 3-10 as "Salute to Service Men and Service Women Week." The men and women serving in the U. S. First Army; the Eastern Sea Frontier; the Continental Air Command; and the Third Coast Guard district were cited for distinguished and exceptional service.

SAFETY WINNERS—CONAC's semi-annual ground safety group awards for the period of January-June 1959 were won by 10AF units. Group I went to the 2577th Air Base Group, Brooks AFB, Texas; Group II to 2596th Air Base Squadron, US NAS, Dallas, Texas; and Group III to 2484th Air Reserve Training Wing, US NAS, Dallas, Texas.

SUPER GRADES—One of the first Air National Guard units to get the new senior master sergeant grades, the 122d Tactical Fighter Wing (Ind. ANG), Ft. Wayne, Ind., recently received 19 of the super grades. Eleven of the grades have been authorized for presently assigned master sergeant positions within nine units of the Air Guard wing based at Baer Field. Six positions go to the five units of the wing based at Hulman Field, Terre Haute and the remaining two to the 112th Tactical Fighter Squadron based at Toledo, Ohio.

short hops



NATIONAL NEWSPAPER HEADLINES told of the early November DC-3 plane crash which cost the lives of 26 persons and left but one survivor in the rugged mountain terrain of Virginia. Credit for the sighting of the wreckage went to helicopter pilot, Capt. Robert Bunker of Andrews AFB, Md., as he took part in 14AF's search and rescue program which included many Civil Air Patrol mobile radio units and hundreds of CAP volunteers, state police, and county law enforcement agencies . . . Col. Charles D. Daily, commander, 442d TCW, Richards-Gebaur AFB, Mo., recently accepted the first place 10AF Mission Performance award from Major Gen. Harold R. Maddux, 10AF commander, in behalf of his unit's taking first place in the 10AF competition . . . 14AF's *Top Air Reserve Squadron*, the 9984th of Anderson, S. C., boasts a 100% enrollment in the Extension Course Institute program.

The problems encountered in arctic flying and survival are being met first-hand by members of the 512th TCW, USNAS, Willow Grove, Pa. Flights to Churchill, Manitoba, in Canada are required by 14AF to acquaint supervisory personnel with the hazards of northern flights . . . The ". . . largest air and ground aviation show ever held in Suffolk County (N.Y.)" was put on by the Long Island town of Islip during the latter part of October, and featured displays of the latest aircraft and missiles, and an information booth manned by Reservists from the 9068th AResGp, N. Y.

The 2477th ARTWg, Vancouver, Washington, recently gained approval from Hq USAF for the use of its new Wing insignia, chosen from contest entries and originated by Lt. Col. Robert N. VanWagoner . . . Col. Edmund F.

AIR RESCUE—Working on short notice during the middle of the week, Portland, Oregon's 304th Air Rescue Squadron (Res) swung into action last October to search for downed crews of two ANG jets involved in a mid-air collision. Manning three of their four SA-16 Albatrosses, the Reservists took off in heavy fog for the search area. The fourth SA-16 was manned by personnel from the 2345th ARFC. Shortly after arrival at the search scene, one of the Reserve crews sighted a downed flier and directed a helicopter into the area for a pick up. All four surviving airmen were safely recovered through joint coordination of air and ground search parties, of which Reserve air crews played a major role.

WAR GAMES—Inspector General teams from 14AF engineered a simulated war against five squadrons of New York ANG's 106th Aeromedical Transport Group last month. The 106th was tested while running 30 C-119 Flying Boxcars along its airborne hospital network extending from New York to bases at Newark, N. J.; Reading, Pa.; Akron, Ohio; and Jackson, Miss. Bomb scares, air raid alerts, abrupt changes in orders, infiltration by spies and unannounced disasters were used in attempts to disrupt the Guardsmen. Nearly 2,000 Guardsmen were involved, under Col. Raymond C. Meyer, commander of the group.

Freeman has been named commander of the 2492d ARTWg, Greater Pittsburgh Airport, Pa., replacing Col. Earl E. Bates, Jr. . . . It took 14 years, but the Chinese Army finally found A/1C Bruno K. Dziekan of the 2642d AResC, Spokane, Wash., and when it did, it presented him with the Hun Hui Flying Cloud medal which he earned while serving with the Flying Tigers in China prior to WWII . . . "ARGUE" are the call letters for all WWII members of the 377th Fighter Sq, 362d Fighter Group, and they are being "broadcast" now to inform all such members of a coming First Reunion. For further information you are asked to contact Chuck Mann, 786 Baltic St., Memphis 12, Tenn.

AIR GUARD: Major General Harold R. Maddux, commander, 10AF, recently presented Brig. Gen. Frank Bailey of the Air Staff, Arkansas National Guard, with the First Place, Mission Performance Award in behalf of the Arkansas Guard flyers after they had emerged victors in the 18-state Tenth AF, Guard competition . . . The Smithsonian Astrophysical Observatory was looking forward to photographing a rare total solar eclipse, (not due again in the Boston area for another 300 years), but the threat of cloudy skies dampened their spirits until the 102d Tactical Fighter Group of the Massachusetts Air National Guard came to the rescue. A T-33, piloted by Col. Fred J. Christensen, Jr., commander of the 102d, carried Dr. J. Allen Hynek, Associate Director of the Cambridge, Mass., observatory, above the "weather" to 35,000 feet where the colored still and motion pictures came through sans cloud and clear . . . Air National Guard's 123d Tactical Reconnaissance Group, Standiford Field, Louisville, Ky., is mighty proud of one of its sons, A/3C Luther McDowell. Airmen McDowell ranked number one student (from a starting class of 31) upon completing the Personnel School course at Lackland AFB, Texas.

People to People

by Lt. Col. Franklin Hibel, Cmdr., Jacksonville, AResC

aircraft and engine mechanic in the Air Force, works as an Eastern Air Lines ticket agent.

Chun is a most enterprising lad. Formerly a photographer with the Korean Marine Corps, he does free-lance work for the Jacksonville U's news bureau.

Chun, a member of the university's soccer team, observes, "American people are very warm-hearted."

Airman Glass also feels richly rewarded by the experience. "My small contribution in building relations between our countries gives me a deep satisfaction," he stated.

"The best road to peace is paved with many friendships." Words of wisdom from Confucius? Guess again. This thought-provoking phrase was lifted from the August issue of CONAC's Information Newsletter.

The publication highlighted an "Exchange Hospitality" project with a tremendous public relations potential. It detailed a plan designed to further President Eisenhower's People-to-People program.

Briefly, Air Reserve Center commanders and information officers were encouraged to conduct local programs with the accent on Reservists inviting foreign exchange students into American homes. Objective: win friends for peace.

The Newsletter's stimulus took immediate root in the Jacksonville, Florida Center. Here was a positive approach for the local Air Reserve to identify itself with a can't-miss plan to build successful international community relations.

TSgt Ted Low, group training noncom and a local radio announcer, was appointed project man. He contacted Mal Baroway, Jacksonville University's news bureau chief, who was enthusiastic. Singularly, Baroway is a former Air Guardsman and now an airman in the Jax Air Force Reserve unit.

Baroway promised all-out support, and he was as good as his word. Within 24 hours, the names of 15 exchange students were sent to the Center. Alphabetically, they represented such distant nations as Greece, Holland, Iran, Iraq, Israel, Japan, Jordan, Korea and Portugal. The date was targeted for October 11 and Sgt Low dispatched letters explaining the program to several of the foreign students.

Typical of the warmth generated by the invitation was the acceptance of George Shahnazarian, an Iranian: "... Your warm letter was and is a great, happy surprise. Nothing would give me greater pleasure than accepting your kind invitation and I will be delighted of the opportunity to meet an American family."

Each Reservist host picked up his student and brought him home for a dinner and relaxing day with an American family.

Lt. Colonel Robert E. Nichols, 9185th AResGp commander, and his wife, Marion, entertained Shahnazarian, a 24-year old student from Teheran. Col. Nichols, was delighted with the personable Iranian.

Shahnazarian finds Americans "the friendliest people, and the most informal." The Iranian exchange student has an interesting observation about the difference between American women and those from his homeland: "In Iran they are veiled. Here, on the beach, well! I think both are extremes."

Most grateful in getting to know an American family, the Iranian student will be one of our best good will ambassadors when he returns to his country in a few short years.

Col. and Mrs. Nichols are thoroughly sold on the Exchange Hospitality plan. "There will be other invitations to our home," the group commander promised.

A/1C Horace Glass and his wife, Patsy, hosted Chu H. Chun, a 21-year old Korean from Seoul. Glass, a former

SSgt Michael Beteh, a Jordanian who came to the United States with his family 11 years ago, was host to pert Ikbal Zebouni, an 18-year-old lass from Iraq. Ikbal was born in Bagdad, went to school in Beirut. A freshman, she is majoring in political science and international relations. Sgt Beteh got her off on the right foot regarding international relations.

Miss Zebouni "Can't stand Elvis Presley," but she screeched at the mention of Clark Gable's name. "I like American people," she said warmly. "They have been very nice to me."

Sgt Beteh, a bachelor, joined the U.S. Air Force in 1954 was stationed in Greenland and Newfoundland. He lives with his family in Jacksonville, where he owns a grocery store. He was delighted in hosting Ikbal. He claims that the pretty exchange student from Iraq will be a frequent visitor to the Beteh domicile—and it was assumed that his interest in her will serve a dual purpose: building up personal, as well as international relations.

The Jacksonville Center's small share in the President's People-to-People program proved immensely successful—and it will not be a one-shot effort. The enthusiasm has rubbed off on other Reservists and it looks very much like the Exchange Hospitality plan is here to stay in this bustling northeastern Florida city.

Score one for a positive public relations program which cannot but achieve "the best road to peace."

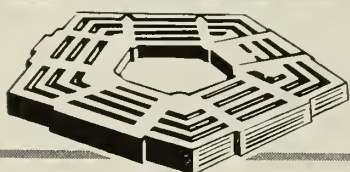


A/1C Horace Glass (1) and A/2C Mal Baroway, Jacksonville AF Reservists, play host to Chu H. Chun. The Korean student is a business major of Jacksonville University and will enter the import-export business in Seoul.

ACADEMY APPLICATIONS: Time is growing short to apply for the 1960 class of the Air Force Academy under special quotas allotted to the Air Force and Army. Qualified enlisted men or officers should apply as soon as possible, as no applications will be accepted after Jan 31, 1960. In the class entering next July, 22 vacancies have been reserved for members of the regular components and 23 vacancies for Reserve and National Guard. Applicants must be unmarried; at least 17 and not yet 22 by July 1, 1960; and must have completed 12 months active service by that date. His service need not have been continuous, but he must be in active status when appointed to the Academy.

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AIR ACADEMY PHYSICALS: USAF says Class 1 (flying) type physical examination will be given to Air Force Academy candidates at the same time other entrance examinations are administered, starting January 1960. Under the old system, Academy hopefuls had to pass qualification and physical aptitude tests before taking the physical exam. Often the candidate would pass the first two tests and flunk the physical, creating hardships for the individual and unnecessary red tape for the Air Force.



Pentagraphs

PROMOTION BOARDS: Air Reserve Records Center will convene a board January 11-15, 1960 to consider approximately 1,000 eligible Air Force Reserve officers, not on EAD, for promotion to lieutenant colonel. Eligible officers must hold a promotion service date on or before June 30, 1954. An officer who meets the promotion service date requirements but does not meet the total years service date requirement will be ineligible for promotion consideration unless he has a promotion service date earlier than that of the officer who meets both requirements. A second board will be held February 10-11, 1960 to consider approximately 500 eligible non-EAD second lieutenants for promotion to first lieutenant. These officers must hold a promotion service date on or before September 30, 1957. Officers selected will be promoted on the date they complete three years of service. Simultaneously, the board will consider approximately 50 non-EAD first lieutenants for unit vacancy promotions to captain. For eligibility, an officer must have completed two years promotion list service and be recommended by his commander. Eligible officers who wish to submit communications under the provisions of Section 8366, Title 10, U. S. Code, should write direct to Promotion Board, Air Reserve Records Center, 3800 York St., Denver 5, Colo. Letters must arrive prior to the board's convening date.

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ECI CONVERSION: The Extension Course Institute is presently converting from an electrical accounting system to electronic data processing. It has completed processing records of all specialized courses through 6421. Courses 6421 through 7200 are in the conversion cycle. No actions concerning the latter courses can be accomplished except grading of solutions. This means that no new enrollments, no additional volumes, etc., can be accomplished. Applications will be held until conversion is completed and processed as rapidly as possible. Officer Candidate, Squadron Officer, Command and Staff, and Course 5 courses should be converted by some time in January.

GUARD NOTES: The Air National Guard has been allocated one space for the 1960-61 Air War College. Nominations for the slot are being made from each state in the grade of lieutenant colonel; date of birth, September 1, 1919 or later; and total federal commissioned service from September 1, 1941 or later. Nominations are deadline for December 31 at NO. ...The 111th Fighter Group (Pa. ANG) Philadelphia, Pa., is shopping around for rated radar observer with fighter interceptor experience. Now in advance transition training the unit flies F-89H Scorpion equipped with Falcon air-to-air missiles. The 111th operates tactically under the New York sector of the Eastern Air Defense Force and will soon assume an active part in air defense augmentation. Interested radar operators living in the Philly area can contact the group at the Philadelphia International Airport. ...USAF says the new air police shield is authorized to be worn during the performance of official air police duty only. Because of its status as an instrument of state authority and the prohibition placed upon the use of federal military forces within the states, the new shield will be limited to ANG use only after a unit is ordered to active federal service.

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NCO QUALITY: Revised Air Force Regulation 39-6, 30 October 59, "Responsibility of Noncommissioned Officers," spells out USAF's NCO quality control program. The reg defines an NCO as an officer other than a commissioned or warrant officer in the grade of SSgt, TSgt, MSgt, SMSgt, or CMSgt, and outlines his leadership responsibilities, advantages and privileges, and duties. It precisely spells out for the first time specific responsibilities in other areas.

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AF IN SPACE: Air Force is cooperating in production of the new Wednesday night TV series, "Men into Space," now carried on 147 CBS television stations at 8:30 PM EST. Subject matter of the series concerns fictional treatments of present-day scientific experimentation, space studies, and theories projected into the future sufficiently to predict reality. Present-day uniforms and equipment are prominently featured, limiting the science fiction aspects of the series. Central character is an Air Force officer, portrayed by Bill Lundigan.

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SUMMER UNIFORM WEAR: Active duty Air Force officers and airmen are authorized to wear the summer khaki uniform until September 30, 1959, (par. 12, AFM 35-10). Air Force Reserve officers and airmen may wear them until October 1, 1961 (par. 1d(7), section 5, Vol. XI, AFM 67-1).

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EAD EARLY OUTS: USAF says it will cut an estimated 2,000 Reserve officers on extended active duty from its rolls by the end of March 1960. Affected will be those officers scheduled for separation on or before June 30, 1961. The new program will not affect judge advocates, chaplains, navigator-observers or electronic warfare officers performing aircrew duties. Medical Service officers also will not be affected by the early release change. However, Medical Service Corps officers will come under the new rules.

Viewpoints on policies affecting the Air Force and national defense. As key members of the Nation's aerospace arm, it is vitally important that all Air Force Reservists and Air National Guardsmen keep informed on current Air Force thinking.

On Capacity to Win . . .

National policy makes a deterrence of war a primary objective. The Armed Forces are an instrument of our Government through which national policy can be implemented to promote peace and deter war. Our military forces cannot fulfill this responsibility unless they (1) have the capability to fight and prevail in general and small wars, and (2) have this capability well understood by (a) the American people and our allies (so they will support the force and have the confidence and will to use it, if necessary) and by (b) the potential enemy (so he will not dare to aggress).

The American people, including all members of the Armed Forces and Government leaders, must understand that the capability to fight and prevail in a general war is dependent primarily upon the capability to destroy the military forces of the enemy—primarily those forces that could be used most effectively to destroy us.

To prevail in general war in the nuclear age requires the most highly effective offensive and defensive aerospace forces, plus a passive defense system sufficient to insure optimum survival of both the military forces needed to complete the victory and the civilian population needed to reconstruct the postwar world.

On Space Projects . . .

The plan for the progressive and orderly transfer of space projects from the Advanced Research Projects Agency to the military departments, announced on Sept. 23 by DOD, was approved, said DOD, "in order to facilitate the shift from development to use of space systems and to simplify procedures."

Dates of actual transfer of specific projects from ARPA to the services will be set by the Secretary of Defense, on recommendation of the Director of Defense Research and Engineering. ARPA will continue to be responsible for advanced research.

The plan provides for eventual assignment to the Air Force of responsibility for development, production and launch-

ing of military space boosters; and for separate assignment of the development responsibilities for payloads and specialized ground support equipment for space and satellite systems to the military departments on the basis of "primary interest or special competence."

The following specific assignments for development of payloads have been approved subject to the reviews in OSD specified above:

- Interim satellite early warning system (Midas)—Air Force.
- Phase I of satellite reconnaissance system (Samos)—to Air Force.
- Interim satellite-borne navigation system (Transit)—to Navy.
- Interim satellite-borne communications system—to Army.

On "Space Technology" . . .

"The region beyond the mechanical border of the atmosphere, or the 'extra-atmospheric space,' is variously called 'outer space,' 'deep space,' 'free space,' 'cosmic void,' etc.," says Dr. Hubertus Strughold of the Air Force School of Aviation Medicine. "Such terms as these are meaningless," he says. "They are as empty as space itself. The man who actually goes into space needs a more definite topographical and ecological description of space, a kind of 'geography' of space, or briefly, a spatiography. . . ."

Discussing the space environment in the vicinity of Earth, which includes the Earth's atmosphere, Dr. Strughold points out the many ways in which space near the Earth is distinctly different from "interplanetary space." Basically, he says, "space is a radiation environment with very thinly dispersed gaseous material and is spiced with sharp meteoric pepper. But the space environment in the vicinity of celestial bodies is different from that in free interplanetary space. It shows some peculiarities caused by the mere presence of the solid bodies, by optical properties of their surfaces, and by forces originating in these bodies and extending into space."

Dr. Strughold's discussion of space environments, much like his previous



articles on the subject in the Summer 1958 "Air University Quarterly" and the Air Force-indorsed "Man in Space" book published by Duel, Sloan and Pearce, appears in the monumental new book, "Space Technology." Edited by Howard Seifert, special assistant for professional development at Space Technology Laboratories, the book is based on lectures by leading space experts in a comprehensive graduate-level University of California Engineering course. Many Reservists with an eye on the Air Force future in aerospace will want to study this book. They should be warned, however, that it's an advanced treatment of primary use to specialists in the field.

On "Things to Come" . . .

How rapidly the complexion of the Air Force is changing is evident in a significant article in the October "Airman" magazine by Lt. Gen. Bernard A. Schriever, commander, ARDC. A reprint of the article is now being distributed widely. Especially valuable is his discussion of how the change in the aircraft-missile "mix" will affect Air Force operations. Among many other informative and useful concepts put forth by General Schriever is his discussion of the initial primary operational theater he expects for manned spacecraft—a region from 500 to 25,000 miles beyond Earth. In this initial military operations zone he believes "deterrent superiority will be a matter of maneuverable spacecraft, packing the strongest punch."

On Research . . .

Air Force awarded a \$101 million contract to continue development of advanced re-entry vehicles for Thor and Atlas missiles. Officials say a major portion of the activities covered in the contract will be research and development of a new re-entry vehicle.

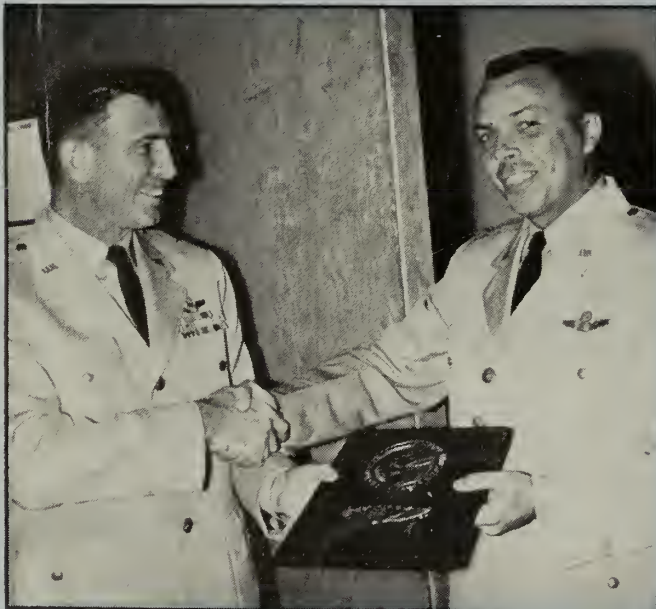
DEPARTMENT OF THE AIR FORCE
THE AIR RESERVIST
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DENVER 5, COLORADO

OFFICIAL BUSINESS

USAF Periodical 30-1
No. 30H 12-59: 415,370



Robert and Richard LeCampte are first San Francisco Bay area twins to be enlisted in AF's 6-month Reserve training program. The 21-year-old pair signed up for their tours at the 2643d ARS, and will eventually be assigned to 631st USAF Hospital (Res) at the San Francisco center.



Brigadier General Joseph A. Cunningham, (l) commander of the Air Rescue Service, presents MATS Annual Flying Safety Award to Major Frank J. Englert, commander of 301st Air Rescue Squadron (Reserve), Miami, Fla. This was first time the MATS award has been presented to a Reserve unit.



Celebrated vocal star, Tony Bennett, is escorted through the Air Force Reserve displays by Miss Tenth AF MARS (Military Affiliate Radio System), Nancy Bush of Dearborn, Mich., during the recent Michigan State Fair. Explaining display is Capt. Thomas of 9606th ARSq, Royal Oak, Mich.

RESERVE CAMERA



Miss Norma Maxey, blonde Guardian Angel of Texas Air National Guard's 136th Air Defense Wing, takes time to primp in the shadow of Big Texas at the Dallas State Fair. Waiting like gentlemen, but somewhat impatiently are SSgt Bobby D. Martin (l) and A/2C Bobby G. Powell, Norma's escorts.

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THE AIR Reservist



JANUARY 1960



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Flight Safety 1959
... page 8

"Quote..."

'In the cold war environment in which we find ourselves today, the Air Force must rely on all of its operational and support units, the part-time as well as the full-time components. The traditional "back-up" philosophy that once applied to Air Guard and Reserve forces no longer holds true. There is no "second team" in the Air Force. Active units, Guardsmen, and Reservists jointly form one first string deterrent force now. And if war is forced upon us, all immediately become one combat team.'

HONORABLE DUDLEY C. SHARP
Secretary of the Air Force

THE AIR Reservist

VOL. XII—NO. 1

AIR FORCE RESERVE AIR NATIONAL GUARD
CIVIL AIR PATROL



JANUARY 1960

Lt. Gen. William E. Hall
Commander, Continental Air Command

Col. Richard P. Haney
Chief, Office of Information, CONAC

EDITOR
Fred E. Giachino

ASSOCIATE EDITOR **STAFF WRITER**
Earl E. Lane TSgt William J. Turner

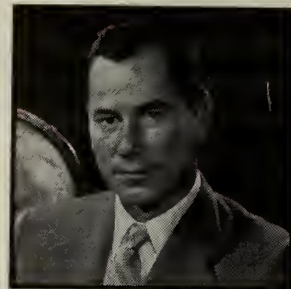
The Air Reservist is an official publication of Continental Air Command approved by the Secretary of the Air Force, in accordance with Public Law 476, Section 259, 82nd Congress. This law directs the dissemination of complete and up-to-date information of interest to the Air Reserve Forces.

Editorial Office: The AIR RESERVIST
OI, CONAC, Mitchel AFB, NY

The Material contained in The Air Reservist is listed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by the Secretary of the Air Force and the Director of the Bureau of the Budget 23 July 1958.

... PEOPLE



THOMAS S. GATES, JR., the newly appointed Secretary of Defense starts off the New Year by forwarding legislative proposals embracing more than sixty bills. Most of the proposals have been cleared by the Budget Bureau and include matters of importance to the Reserve Forces. Prior to assuming his new duties, Mr. Gates served as Deputy Secretary of Defense for six months. He relieved Mr. Neil H. McElroy on December 1. . . . On December 11, Mr. Gates swore in former Air Force Secretary **James H. Douglas**, as Deputy Secretary of Defense. Mr. Douglas, had been Air Force Secretary since May of 1957. Mr. Gates also swore in **Mr. Dudley C. Sharp** as Secretary of the Air Force, replacing Mr. Douglas. Mr. Sharp has been serving as Under Secretary of the Air Force since August 3, 1959. All appointments must be confirmed by Congress.

A/IC WALTER R. GODARD, AFRes, 9426th ARSg, Ogden, Utah, may be considered one of the most unique airmen in the Air Force Reserve. He is over 60 years old, and is a retired Air Force colonel. Airman Godard reached mandatory retirement age with just over 17 years of U. S. service on May 31, 1958, at which time he accepted employment as deputy chief of contract division, procurement and production at Hill AFB, Utah. He consequently joined the Ogden squadron taking advantage of a regulation which permitted mandatory retirees to finish their retirement in a Reserve component. He got under the wire since the regulation expired June 1, 1958. At the time of his retirement, Godard was chief of the New York Air Procurement District, and ended a colorful flying career which spanned three wars and five air forces. He is also a writer and lecturer on international affairs, and has prepared many studies for Department of Defense schools. One study—"Steel and China's Economic Potential"—is being used as a text at several Armed Forces war colleges.



MSGT RICHARD R. RICKENBACH, AFRes, 9011th ARSg, Reading, Pennsylvania, may not have been named Outstanding Airman of the Year, but certainly he was in the running. He is currently filling the position of squadron sergeant major, and since February

1959 has performed all the duties of the active duty unit advisor. With his own funds, he procured and distributed hundreds of ballpoint pens with the unit's designation printed on them. Rickenbach has also been active in recruiting with a constant follow-up procedure utilizing his time and money for long-distance telephone calls. Rickenbach's superiors have gone on record by stating that he truly has replaced an active duty man, without detriment to the outfit.



Col. Russel F. Gustka, team capt./wing cmdr. 446th TCW, Ellington AFB, Tex. (winners of CONAC Troop Carrier Rodeo, Nov. 20-23 at Ellington) poses with one of the team's three crews. They are (top l-r) Col. Gustka, Capt. D. J. Freeman, Capt. Ronald Starr and (bot. l) SSgt A. J. Schukoske and SSgt Ras R. Friend. Crew #2 was Maj. Andrew Choplin, Capt. Wm. B. Brittan, 1st Lt. Robert L. Sult, SSgt Robert C. Borkovich and SSgt Clatis E. Posey. Crew #3 was Maj. Jos. M. Richards, Jr., 1st Lt. Howard L. Brainin, Capt. L. C. Tuggle, SSgt H. L. Kelly and SSgt E. E. Evons.

... PLANS

AIR RESCUE SQUADRONS of the Air Force Reserve are slated to receive improved aircraft during the last half of Fiscal Year 1960 when SA-16B *Albatrosses* become available. Two of the rescue squadrons are scheduled for change-over from amphibious SA-16s to the modified SA-16B by July 1, 1960; however, it is likely the change may take place at an earlier date. The remaining three squadrons are scheduled to receive SA-16Bs within a year or so.

The newer aircraft are modified models of the SA-16, and feature an additional 17 feet of wingspan, along with other minor improvements. This improvement of the earlier models will provide the aircraft with better flying characteristics through stability and increased speed and cruising range. While the SA-16B is able to fly faster, it is also capable of slower landing speeds. It is able to make rough water landings with a higher degree of safety, and take off from shorter runways. The higher wing area will also permit safer single-engine operation.

ALL F-89 SQUADRONS of the Air National Guard will be converted to the *gentle* carrying F-89J within the next 18 months. Currently, the only ANG unit utilizing the F-89Js is the 179th Fighter-Interceptor Squadron at Duluth, Minn.

Other aircraft conversions are scheduled for this Spring. Four squadrons will switch from F-86Hs to F-100Cs, the tactical support type aircraft. They are the 136th Tactical Fighter Squadron, Niagara Falls, N. Y.; 121st Tactical Fighter Squadron, Washington, D. C.; and the 115th and 195th Tactical Fighter Squadrons at Van Nuys, Calif.

OPERATION LOGEX 60 will utilize 16 Ready Reserve officers from troop carrier, aerial port and aero medical units. The Army-sponsored logistics exercise is scheduled for Ft. Lee, Va., May 7-15, 1960. The week-long paper exercise depicting a portion of a simulated general war on the European scene, will be attended by approximately 6,000 Army, 170 Air Force and 40 Navy personnel. Operation *Logex 60*, as the name implies, will concern itself with the logistic problems to be encountered when air lifting troops and supplies deep into enemy territory. All aspects of the situation will be studied by the "players" who will be required to compress a lengthy military operation into a five-day period.

Air Force Reservists participating in the exercises will be concerned with problems dealing with combat airborne operations, operations of headquarters-type aerial port terminals, and casualty staging sites. Selection of officers is on a voluntary basis and they will be placed on short tours of active duty.

FIVE AIR NATIONAL GUARD UNITS have been asked by the Tactical Air Command to participate with the active Army in exercises and demonstrations in the continental U. S. and Alaska early next year. Acceptance will depend upon the availability of funds. These assignments give the Air Guard an opportunity to augment its training under simulated combat conditions while freeing active Air Force units for higher priority missions, thus providing a double return on the Guard's training dollars.

Three tactical fighter wings will conduct firepower demonstrations at Army combat schools in February. The 102d Tactical Fighter Wing of Massachusetts and Connecticut will give a demonstration at Fort Bragg, North Carolina; Ohio's 121st Wing will perform at Fort Knox, Kentucky, and the 131st Wing of Missouri and Illinois at Fort Sill, Oklahoma. The 146th Tactical Fighter Wing in California will take part in a series of four field maneuvers with Army troops at Fort Lewis, Washington, in January, February, and March.

Meanwhile, the 154th Tactical Reconnaissance Squadron of Little Rock, Arkansas, will join the Army forces in an Arctic exercise, Operation *Little Bear*, in Alaska early in February. In the firepower demonstrations, pilots will perform low level bombing, rocket firing, and napalm bombing. Eighteen aircraft and crews will be used at each location, including F-84Fs, F-86Hs, and F-100s. The 146th Wing will employ eight F-86H aircraft and crews in each of the maneuvers at Fort Lewis, while four RB-57 reconnaissance aircraft and support crews from Little Rock will spend about a month in Alaska during the Arctic exercise.

... POLICY

NEW SUMMER BLUES have been okayed by Hq USAF, beginning on an optional basis May 1, 1961. Following the civilian trend toward more comfortable and better looking summer garb, the new uniforms will be a smart tropical worsted blue to be worn by all Air Force members, both male and female. They will not become prescribed items for officers until the summer of 1962. For airmen the date is May 1, 1963. The addition of the new uniform to the Air Force wardrobe will not affect the status of the cotton tan Shade 505 summer service uniform as a prescribed uniform item for male officers and airmen.

see **POLICY** page 6

OUTLOOK: Reserve Utilization

While final determination of Air Reserve Forces' policy rests within the confines of the Pentagon, the course of action is deeply influenced by semi-military organizations whose main concern is the welfare of our National Defense structure. The memberships of these organizations are active duty personnel, Reservists, veterans and former members. Their purpose is not to furnish lip-service, but to provide objective viewpoints from the grass-roots. In the light of changing events, the thinking of these organizations is pertinent, particularly those ideas presented to the recent Smith Board.

|||| *Air Force Association*

Representing the president of the Air Force Association, Mr. James H. Straubel, executive director, told the Air Reserve Forces Review Group, headed by Maj. Gen. Sory Smith, 4AF comdr, that AFA is engaged in a continuing study on utilization of the Reserve Forces by the regular Air Force establishment. In view of the money crisis facing the Fiscal Year 1961 budget, AFA has pointed out that while the Reserve capability has long been a subject of study by the Pentagon, seldom if ever are the findings costed-out to determine what, if any, dollar savings might be realized due to these capabilities. It believes that if adequate emphasis is placed on the potential dollar values involved, the Reserve Forces can make a sizeable impact on Air Force funding.

AFA believes the Reserve Forces must be prepared to take on more support missions; the Regular establishment must be prepared for less direct control of personnel performing these missions. In each instance, satisfactory performance must be the only criteria. Understandably, there may be reluctance to admit that military jobs now being performed by active duty personnel can be accomplished equally well, or at least satisfactorily, by Reserve Forces personnel. Also, the question of control arises. However, the budget pinch is so tight that compromise must be made regarding use of the Reserve Forces.

AFA's argument runs that: at present the Regular budget gains very little from the Reserve budget. Whatever the proficiencies of the Reserve Forces are under present policies, the Regular establishment derives only *fringe benefits*—involving functions *additional to*, but not *in lieu of* functions of the Regulars—and thus, contribute little or nothing to a solution of Air Force funding problems.

AFA acknowledges that the Reserve Forces already are performing some tasks normally accomplished by Regular units. However, it believes that concrete evidence is still forthcoming that the Regular budget realizes a net gain in dollars as a result of Reserve Forces activity. It suggests that this situation does not have to continue, and in light of the funding squeeze, it seems mandatory that missions expensed against the Reserve budget should automatically make money available for other uses in the Regular budget. The Reserve budget should represent, in effect, a separate and new source of income for the Regular establishment.

AFA cited the Air Force Reserve's *Swift Lift* program as an area worthy of study. It proposes extension of the program to Military Air Transport Service, and its relation to the Civil Reserve Air Fleet program, with both Air Reserve and Air Guard participating in the transport mission. Along with a money-gaining potential, AFA believes this might help solve an Air Force political problem—namely, the

extensive pressure from the airlines and Congress on MATS to get out of what they call the "scheduled airline business."

AFA concurs in reorganization that would improve efficiency, but points out that a question of equity may be involved in some cases. The Air Guard functions closely with using commands, but looks to the National Guard Bureau as a buffer between the Regular establishment and its own activity. The same holds true with the Air Force Reserve and CONAC. Thus, any change—in the minds of the Reservist and Air Guardsman—must promise equal service, interest and efficiency. AFA is not sure that full integration of Reserve Forces with the using commands would prove economical, and has recommended further study on this problem.

On a proposal to eliminate CONAC, AFA has taken a hands-off attitude, but believes that thoughtful Reservists would urge these safeguards:

- Maximum centralization of responsibility for the Reserve Forces in one command, against piecemeal integration.
- Strengthening Reserve Forces staff office at Hq USAF.
- Some solution to the fact that the functional organization of the Regular establishment is not suitable for the geographical requirements of the Reserve Forces.

|||| *Reserve Officers Association*

ROA's National President, Colonel John W. Richardson, presented fourteen recommendations to the Review Group. The recommendations were based on an appraisal of current problems and represent the views of the ROA National President, and the leaders of the Air Section (ROA) who advised him. The recommendations are as follows:

- A single command be primarily responsible for the administration and training of the Air Force Reserve.
- That the USAF allot roles and missions *only* to the Reserve component over whom they have complete control.
- That the mission presently assigned the Civil Air Fleet, because of the impossibility of testing and the time required for mobilization, be allotted in part to the AF Reserve program.
- That the Air Force Reserve be authorized to organize additional Reserve units in support of MATS, so that MATS complemented by the Air Force Reserve would be a complete entity with little or no reliance on commercial sources.
- That immediate authorization be granted the Air Force Reserve to activate and organize SAC support groups to take the place of those SAC support groups deployed to forward or dispersal areas in case of a general or limited war.

• That SAC missile units be authorized in the Air Force Reserve program and that SAC be charged with the responsibility of training of assigned personnel.

• That SAC be authorized on a yearly basis to give refresher flying training to selected Air Force Reservists in order that these Reservists may retain proficiency in new aircraft and systems, thereby assuring a truly SAC Ready Reserve.

• That the Secretary of the Air Force advise the Secretary of Defense of the Air Force Standby Reserve's willingness to participate in Civil Defense.

• That Air Force Reserve BOMARC units be organized and trained by the Air Defense Command.

• That the talents of the Air Force Reservists be utilized in the SAGE as well as other communications systems.

• That because of the shortage of scientific and engineering personnel cognizance be taken of the knowledge and experience of selected Reservists to assist in the Research and Development programs of the United States Air Force. In this connection the possibility of an R&D Air Reserve Center should be considered.

• That the individual training program of the Air Force Reserve program be continued and strengthened.

• That the Active Air Force more actively recognize the capacities of the Air Force Reserve and that they show such recognition through adequate planning, administration and funding for such programs.

• The mission of the Reserve Forces and the money to support each such mission must be identified by priority and that monies or portions thereof should not be spent on a program for which there is no requirement or one over which the Air Force does not have complete control regardless of political consideration.

ROA believes there is no question of the value of a Reserve program for National Security. If it could be established there would never be another war, then it would recommend abolishment of the Reserve Forces—and the Regular Forces. Since it does not believe in this eventuality, it insists that the only economical way to provide defense is through a strong, supervised and adequately trained Reserve.

National Guard Association

Maj. Gen. William H. Harrison, Jr., president of NGAUS, and Maj. Gen. Clarence A. Shoop, chairman, committee on air affairs, NGAUS, addressed the Review Group. Both stated that the National Guard Association of the United States has affirmed its awareness of the changing concepts and patterns of war, of weapons and the means for their delivery. It recognizes the impact that these changes will have upon the Reserve Forces, and has stated that it will not resist such changes. It also stated that its membership is ready and willing to adapt itself to the future, and is anxious to find that niche in the defense forces of our country which the National Guard is best fitted to occupy.

As an association of all National Guardsmen, NGA is on record in support of greater capability than now exists in the conventional forces. It points out that this is becoming

increasingly important in view of the possibilities of an atomic stalemate, a negotiated ban on nuclear weapons, or the commencement of hostilities by less than an all out nuclear exchange. The development of requirements for the Reserve Forces is allied to and closely identified to war planning and, as such, has been a field of activity, peculiarly within the scope of the Active Forces. NGA does not feel rightfully qualified to enter the field of requirements, but does feel qualified to suggest and advance roles and missions for the Air National Guard. NGA declines to speak for the State Governors, nor bind the individual Adjutants General in respect to any plan which it may generate, but points to the near half-million Guardsmen in more than 2,500 communities who can be a powerful public force in support of future Air Force programs and the furtherance of important Air Force missions.

NGA cited the Air Guard's ability to accept extensive changes and attain the norms of operation. Specifically, it mentioned the doubt which existed in certain quarters about the integration of the Guard into all weather systems, and more recently assignment to the more complex century type aircraft. These and other examples were introduced to indicate the proven reliability of its citizen airmen.

In respect to long-range roles and missions for the Air National Guard, NGA made the following recommendations:

• The Guard is peculiarly well fitted for employment in the field of static missile units such as envisioned for the BOMARC, the Minuteman, and others. Such units could be manned by full-time Guard personnel at much lesser cost and resulting greater money savings for the Active Force.

• The airlift potential of the Guard is an example of a capability which has been overlooked, and the implementation of which would permit increased and greater utilization of Guard pilots and trained personnel over a longer period. Air National Guard airlift units could be developed as standby for MATS in lieu of active Air Force units at bases and other facilities already in being and paid for.

• ANG GEEIA (ground electronics equipment installations agency) units and AC&W units can be expanded much beyond their present scope to a point where their increased utilization could be in lieu of like units in the active Air Force. The resulting savings in manpower in the Active Force would permit greater efforts in other and more important active duty areas.

• The built-in dispersion of Air Guard bases is an asset of great potential. In the event of an initial nuclear exchange, the problem of recovery from such an onslaught presents unimaginable difficulties. The re-establishment of base operations, facilities, communications networks, and the effectiveness of combat units of the Active Force would be monumental. At such a time, Guard airlift, Guard C&E units, and the like, Guard dispersal, and Guard know-how, would prove invaluable and might provide the difference between life and death for millions of our citizens. During such a period ANG can readily anticipate a complete breakdown of effective communications and central control. The existence of a capable and trained Air National Guard to fill the gap and provide vital services during the recovery period with its inherent ability to operate in isolation would prove of unlimited benefit to our country.

THE MAJOR AIR COMMANDS have registered complaints that an increasing number of Air Force Reservists are requesting their short tours of active duty for training during the last quarter of the fiscal year. The training capability of regular Air Force units is limited with regard to Reserve training, and the burden of so many short tours during the last quarter of a year imposes a workload which cannot be absorbed. As a result, many individuals will be denied short tours, leaving them short in retirement points for a good year.

Air Force Reservists are advised that they should accomplish their short tours as early in the year as they can. Applications should be submitted as far in advance of the requested tour dates as possible.

Since Part III assignees are accepted for short tours only within the training capability of a given unit, and after allowance for training Part II Reservists assigned has been made, submission of applications for tours early in the year is of extreme importance to them.

... MISCELLANY

ARMY AND AIR FORCE EXCHANGE SERVICE has vacancies for six Air Force Reserve officers (Part I positions). Required are one colonel (AFSC 6636); two lieutenant colonels (AFSC 6416); one major (AFSC 6416); and two captains (AFSC 6444).

In addition to the AFSC and grade requirements, an individual must be qualified in retailing to the extent he is eligible for designation in Training Category D, Pay Group D (does not require inactive duty training to retain proficiency). The unit of assignment may be designated at any of several locations throughout the U. S. Short tours of active duty will be performed with the unit of assignment, and inactive duty (non-pay) training attachments may be arranged near the Reservist's home if he desires.



The bright-eyed youngsters above are part of a group of 45 orphan children from the Tabor Home in Doylestown, Pa., entertained by 512th TCW, Willow Grove. Brig. Gen. John S. Bagby, wing cmdr, helps Santa Claus give out the presents. Toys were presented by the Reservists.

INCOME TAX TIME is drawing near and many Reservists will be asking themselves if any part of the money they spend going to and from training meetings is tax deductible?

A recent check with the Bureau of Internal Revenue indicates that it is possible in many cases to claim deductions. However, it would be well for each taxpaying Reservist to review the following—the Bureau's position on the subject.

"A Reserve member who attends authorized drills under competent orders, with or without compensation, is engaged in the pursuit of a trade or business and may incur expenses within the scope of section 23(a)(1)(A) of the Internal Revenue Code. When, therefore, a Reserve member is required to travel away from his principal place of business or employment and remain away overnight in connection with attendance at such drills, he is entitled to a deduction under section 23(a)(1)(A) of the Code on account of his traveling expenses thereby incurred, including meals and lodging except to the extent that such expenses relate to any non-taxable income. Such deductible traveling expenses may be taken into consideration under section 22(n)(2) of the Code in computing adjusted gross income.

"A taxpayer who makes trips from which he returns to his principal place of employment at night is not traveling although the transportation expenses incurred may represent expenses, other than expenses of travel, meals, and lodging while away from home, deductible under section 23(a)(1)(A) of the Code except to the extent they relate to non-taxable income. Such deductible non-travel expenses may be taken into consideration in computing adjusted gross income to the extent of any taxable allowances or reimbursements received therefor. Any excess of such expenses may be deducted from adjusted gross income in arriving at net income provided deductions are itemized for this purpose.

"In the event a member goes from his residence to the place where drills are held and returns, he is entitled to deduct his expenses to the extent they do not exceed what they would have been had he gone from his principal place of employment."

OPERATION "SWIFT LIFT," the Air Force Reserve's air lift service, has racked up almost 54,000 accident and fatality free flying hours since its inception on April 15, 1957. More than 2,700 missions have been flown carrying 54,016 passengers over 44-million miles, and some 20½-million pounds for almost 14-million ton miles. Air Reserve troop carrier units included troop and cargo operations for airborne troops on July 1, 1958, and have dropped more than 50,000 paratroops and over 200,000 tons of cargo.

AIR RESERVE RECORDS CENTER cautions that inclusion of serial numbers in all correspondence with that office is imperative. It now uses a terminal digit system instead of alphabetical filing by name, and the omission of AFSN delays replies to correspondence and increases the workload at ARRC. *Always include your serial number!*

In the Oct-Nov issue of *The Air Reservist*, it was stated that Lt. Col. Elmo K. Ballard, Jr., AFRes, South Miami, Fla., had earned a total of 1,316 points from ECI participation. Unfortunately, the time factor was omitted, and a more correct statement would have been "During the fiscal year ending 30 June 1959, Lt. Col. Ballard earned a total of 1,316 points from ECI participation."

THE AIR FORCE RESERVIST and THE AEROSPACE AGE

The Air Force Reservist in the Aerospace Age in full perspective. The Air Force Reserve must be selectively manned. The Reservist must be aware of the problems and the magnitude of the tasks confronting the Air Force and the tasks must be understood in terms of aerospace doctrine. The Reservist must do his part to earn public understanding and support of the Air Force aerospace mission.

No question about it. The Air Force has the aerospace mission. Space—the expanse which surrounds the celestial bodies of the universe—cannot be precisely defined. The Air Force's responsibility to provide the primary force "to gain and maintain general air supremacy" for the Nation, therefore, is not limited to any particular altitude nor type of weapon system.

Speaking in terms of this aerospace concept, this is what the Chief of Staff of the USAF, General Thomas D. White, has to say: "I believe that this is one of those moments in history that men will look back upon in the years ahead and say 'that was the time of crucial decision—that was the turning point.'"

Where does the Air Force Reservist fit into the newness of the aerospace age? The Air Force Reservist still wears the blue suit which designates him as a member of the aerospace Air Force no matter what the concept, the interpretation, or the technology.

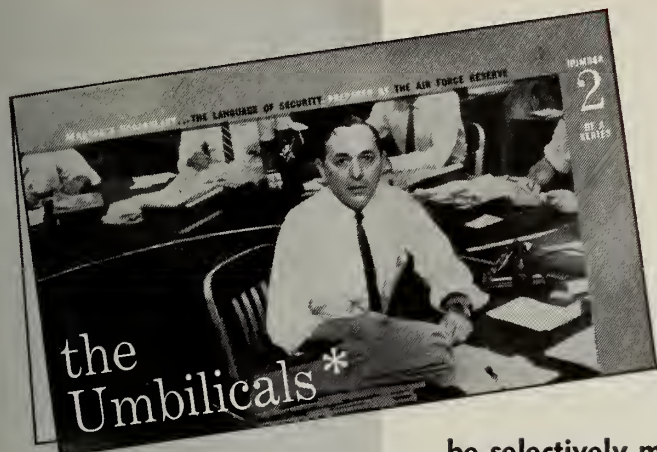
As a wearer of the Air Force blue, the Air Force Reservist still has a man-sized job to do. To quote General White again: "What we need most now in the Air Force and in our councils that form national policy—and this includes the public consensus—is the wisdom to discern facts and trends and the courage to act on our findings. Therefore, our future is determined by how clearly Americans understand the issues at stake and the relative strengths and weaknesses of the forces in conflict."

With these objectives in mind, the Information Office of CONAC is designating March and April '60 as kick-off months in a continuing campaign to keep the Reservist and the public informed of the aerospace Air Force and ultimately to use that awareness in the manning of an Air Force Reserve which would execute assigned missions within this concept.

In preparation for the campaign, a special detailed Reserve Motivation Newsletter will be sent to all commanders alerting them to the contents of an "Awareness" kit which will be available for the campaign. In the Reserve Motivation Newsletter will be suggestions on how contents of the "Awareness" kit can best be utilized by all units. The kit itself will contain the following items:

- An instructions letter to the commander of the unit and an additional copy of the Reserve Motivation Newsletter.
- A pattern speech for delivery to local business and civic groups.
- A pattern news release for issue either with or without a local speech.
- Tie-in releases for local officials, a pattern editorial, newspaper mat ads and fillers.
- Samples of a series of leaflets. These leaflets can be utilized in mailing campaigns by local business and industry or as hand-out material.
- A reproduction of the letter from General Thomas D. White, chief of staff, USAF, headed 'Information—The Essential Link.'
- A pattern letter to radio station managers for use with "Soundflights '60" and pattern tags for local ID.

The "Awareness" campaign that will begin in March will enable the Air Force Reservist to associate himself with the security of the Nation by acting as a vital part of the link between Air Force leadership and the people in his community.



FOCAL POINT: Review of Flight

Flying safety covers all aspects of aviation in an effort to reduce accidents, and in particular, reduce casualties. No detail is too unimportant for consideration—not even the few pennies worth of material and the metal hook which comprise the D-ring lanyard depicted on the front cover—for continued emphasis on personal equipment has paid valuable dividends in human life. With such a diversification of aircraft types, facilities and missions flown by the Air Force and the Air Reserve Forces, including an ever increasing number of high performance aircraft, it is significant that the accident rate has been steadily dropping. Credit is due to USAF's vigorous and continuing flying safety program, to supervisors, and to the increasing professional approach of pilots and ground personnel.

The New Year is the time for looking back at past accomplishments and resolving improvement for the future. It is much like the Oriental custom of settling all debts and starting anew—the experiences of the past year to be used as guideposts for the months ahead.

Where most Air Force activities begin and end on the fiscal year, flying safety pauses but momentarily at the end of each calendar year to review its progress.

The overall major aircraft accident rate for USAF from January to nearly the end of 1959 shows a continuing and marked decrease over previous years, with a significant 1.9 drop over 1959. Included in this figure are the Air Force Reserve and Air National Guard.

Individual major aircraft accident rates breakdown in the following manner:

	1957	1958	1959
Air National Guard	21.1	22.5	14.3
Air Force Reserve	5.5	3.3	3.1
USAF (Over-all)	13.6	10.4	8.5



On Flight Safety . . .

"Over half of our aircraft accidents are chargeable to people. The reasons are obvious—carelessness, short cuts, and poor decisions. Or, in a more concise term—poor discipline. It makes little difference whether the lack of discipline is on the ground or in the air—the results are often the same. Over-confidence and sloppiness can sabotage the Air Force mission. Self-discipline will enhance it. In flying there is tragedy enough with the loss of good pilots, without the cost of other lives which are often sacrificed because of one man's error. Airplanes cost money, but through an increased burden of taxes they can be replaced. Nothing can replace a human life. Few aircraft have characteristics that kill—provided they are treated right. The iron hand in a velvet glove will minimize, if not eliminate, this situation. With modern, high-performance aircraft, there is only one right way to do things—all the rest are wrong."—Maj. Gen. Alfred L. Kalberer, Vice Commander, Continental Air Command.

Aircraft accident rates are computed by the following formula: Number of major aircraft accidents x 100,000 divided by the hours flown. A major aircraft accident is an accident in which the aircraft is destroyed or damaged to the extent that a major component of the aircraft requires replacement, or the number of man hours required to effect repair is in excess of a figure stipulated for each type of aircraft. For instance, an F-86F is involved in an accident requiring no major replacement parts, but necessitating extensive sheet metal repair work. This must be classified as a major accident if the man hours involved exceed 300. Similarly, the criteria is 450 man-hours to determine a major accident in the case of the larger C-119.

A popular misconception is that a major accident involves fatalities. This is not necessarily true. Only one-third of all major accidents occurring in the Air Reserve Forces during calendar year 1959, involved fatalities.

Several factors enter into the causes of aircraft accidents, with pilot error claiming 40-percent of the blame. Material failure accounts for 31-percent, and maintenance error 5-percent. Supervisory error account for 7-percent, other causes 6-percent and 11-percent remain undetermined as to cause. These figures are based on accidents occurring throughout the Air Force during 1958, but they also reflect an almost constant average over the past several years.

While a trend factor may be assumed in the general areas where aircraft accidents predominate, none can be determined as to specific type. For example, the majority of accidents occur during landings. This in itself would indicate a trend, but it is negated by the fact that mishaps of this nature are so varied it is difficult to regard them in any particular pattern. Following each accident, a thorough investigation is conducted to determine causes and prevent accident trends from developing. Recurrence of a particular type accident is minimized or eliminated through an information program warning of various hazards.

Plotting the aircraft accident rate is a

fety 1959



relatively simple process, but unfortunately, while it depicts accurate figures it requires some interpretation. A comparison of Air Force Reserve figures against the Air National Guard indicate that ANG has almost four times the accident rate of the Air Force Reserve. However, it should be taken into consideration that ANG flies more than twice as many hours, mostly in high speed jet aircraft, as opposed to the Reserve's multi-engine, piston-type planes. This is further complicated by the fact that single-engine jets, which predominate in ANG, spend less time in the air than multi-engine planes. As a result, a higher proportion of take-offs and landings per aircraft hour are required, with a lessening in the margin of safety for jet aircraft.

Since ANG pilots are part-time fliers, as are Reservists, they do not have the advantage of full-time devotion to flying activities. This is not intended as a reflection upon their skill, but merely points out a blameless situation which must be considered. Couple this with the fact that many ANG units operate from joint-use air fields which often are crowded with commercial and private aircraft, and frequently lack runway barriers and adequate over runs, the ANG pilot has a peculiar set of handicaps.

In comparing Reserve and Air Guard rates to the over-all USAF rate, the number of flying hours and aircraft types must be taken into consideration. For example, it would be presumed that Strategic Air Command would have a high accident rate. Although it does fly a high percentage of hours, the type of flying accomplished tends to keep the rate down. Multi-engine jet flights of 10 hours or longer, with a minimum of take-offs and landings increase in-flight hours and conversely decrease accidents.

Tactical Air Command and Air Defense Command use single-engine jets predominantly. While each command flies a relatively high number of hours, the ratio of take-offs and landings is also much higher, and as a result so is the accident rate. Military Air Transport Service flies the largest number of conventional aircraft hours of any single command, and enjoys the lowest accident rate. Its aircraft are conventional, multi-engined and utilize a minimum of take-offs and landings per flying hour.

A simple idea can do much to improve a pilot's chances of survival during an emergency. For example, in 1958 there were 30 ejections from ANG aircraft. Two of them were unsuccessful and resulted in fatalities. During the first 11 months of 1959 there were also 30 ejections, but all of them were successful.

Use of the D-ring ripcord lanyard has contributed heavily toward reducing unsuccessful ejections at low altitudes. It is a simple device attached to the parachute D-ring and the seat during take-offs, landings, or when flying below 5,000 feet. Should it be necessary for the pilot to eject at low altitude where split-second timing is imperative, the chute pack is opened automatically when the seat assembly is blown away from the pilot by an explosive charge. Above 5,000 feet the D-ring lanyard is disconnected because ejection at high speeds makes it necessary for the pilot to slow down

to free fall speed before opening the parachute.

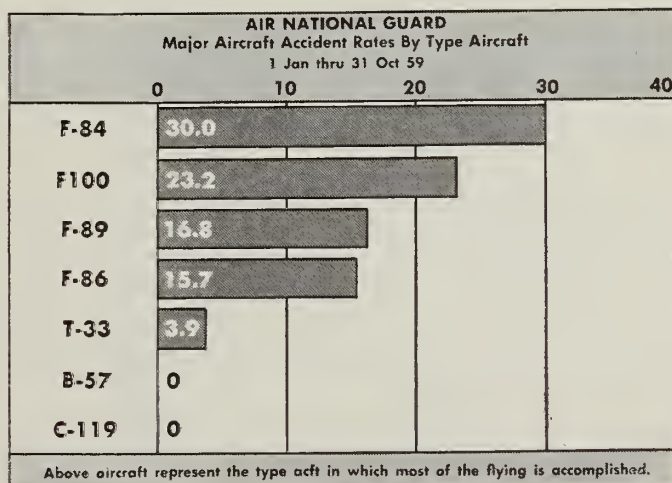
An example of how this small, but effective device saved an F-86D pilot's life is given in this dramatically terse incident report: "... Entered traffic with 1,000 lbs of fuel. Too high on first attempt so made go-around. On second entry pilot called 600 lbs. of fuel. Tower advised pilot to go around or land on left hand runway because of emergency and crash vehicles on landing runway. Pilot elected to make go-around. On pull up of cross wind leg, aircraft flamed out. Emergency fuel system tried without results. Pilot ejected at approximately 1,000 ft.—successfully. Aircraft destroyed . . ."

While relatively simple devices play an important role in saving life, their very simplicity has often been a pilot's undoing. A simple procedure such as hooking, or unhooking, the D-ring lanyard in an improper sequence can spell disaster. Also the firing mechanisms which eject the canopy and seat very often fail for the simple reason that the pilot forgot to remove the safety pins before taking off.

Many major aircraft accidents involving pilot fatalities indicated that successful ejection could have been made had these pins been removed. To eliminate these unfortunate accidents, CONAC, along with several other commands, now requires the pilot to pull each pin (which may number from one, to as many as five and six, depending on the aircraft type) and show it to the crew chief. If the pilot fails to show the proper number of pins, the crew chief refuses to pull the wheel chocks.

It is only natural that anything not tied securely to the airplane will head straight for the ground. Such things as tip tanks, bomb racks, jato bottles, canopies, gear fairings, and live rockets have rained down on unsuspecting earthlings. Fortunately, there have been few, if any, casualties from this debris. Nonetheless, a constant effort is being made to protect the populace residing beneath our airplanes.

There always has been an element of risk in flying, and doubtless this will continue to be, but as long as a vigorous safety program continues, the odds will be in favor of the pilot.



AIR MAIL



Q. Are Reserve airmen eligible for officer appointment in the Air Force Reserve even though they do not qualify under the limited appointment program now in effect?

A. Yes. Reserve airmen assigned to Ready Reserve units for a period of one (1) year are eligible to apply for appointment in the Air Force Reserve under the Outstanding Airmen Program. Suggest you contact your local Air Reserve unit for detailed information.

Q. I am a rated officer, on flying status as a result of completion of pilot training course in 1950. Upon completion of this course, I was awarded a primary rated AFSC. While affiliated with a Reserve unit for training, I was awarded an additional AFSC in a nonrated field. During my annual record review for fiscal year 1959, I reported that the "Last Year Flown" was 1954. Shortly thereafter, I received an order announcing change of my primary rated AFSC to additional, and change of former additional to primary. Why?

A. CONAC Bulletin 13, 27 March 1959 provides that rated officers who possess other than rated AFSCs who have not participated in flying for 2 or more years should have their rated AFSCs designated "additional."

Q. Are doctors eligible for appointment in the Air Force Reserve even though they have no prior military service?

A. Yes. You may obtain the necessary information concerning appointment and forms from the Surgeon General, Headquarters USAF, Washington 25, D. C. That headquarters will furnish you with assistance in completing the forms and detailed information regarding your eligibility for appointment.

Q. I submitted my application for extended active duty to the ARRC in January 1959. I was advised my AFSC was not critical, but my application would be kept on file for one year. If and when my AFSC should become critical, can I be sure my application will be noticed? What happens at the end of one year? I am desirous of making a career of the USAF.

A. Yes, all extended active duty applications received by the Airman Procurement Section are screened, and receipt acknowledged. If airman's AFSC is not critical, and review of master personnel record indicates he would be otherwise qualified, a file is set up for his application. These files are kept by AFSCs, and cross-indexed by names. They are screened against each new list of critical AFSCs authorized by Headquarters USAF. Airmen having applications in our inactive file are notified when their AFSCs are needed and are advised of further action. When an application has been on file for one year, a revalidation notice is sent to the airman.

aerospace library



Flight From Ashiya, Elliott Arnold (Knopf, \$3.95). A major novel about the USAF Air Rescue Service mission and operations in the Far East. Story is centered around an ARS unit at Ashiya Air Force Base and features dramatic air rescue of Japanese civilians whose ship was sunk by a typhoon in the China Sea. A READER'S DIGEST Book Club selection.

New Dimensions Of Flight, Lewis Zarem (Dutton, \$3.95). Comprehensive coverage in picture and narrative of all types of USAF operational, research, experimental aircraft, missiles and space vehicles; the research and development in missilery and man in space fields; discussion of basic principles and disciplines of astronautics.

Space Technology, edited by Howard Seifert (Wiley, \$22.50). Collection of analytical essays on all phases of space technology by America's top experts. These essays comprised a graduate level course given by UCLA in cooperation with the Space Technology Laboratories.

Space Handbook: Astronautics And Its Applications, Robert W. Buchheim and the Staff of The Rand Corporation (Random House, \$3.95). Authoritative report on American space technology prepared for the House Committee on Astronautics and Space Exploration.

Twenty Seconds To Live, Elizabeth Land (Dutton, \$3.25). The inspiring true story of SAC crewman Lt. James Obenauf who landed a crippled B-47 jet from the co-pilot's seat—hitherto thought impossible—and saved the life of an unconscious passenger.

Men, Planets and Stars, Clyde B. Clason (Putnam, \$2.95). A simplified study of astronomy presenting its major developments and the people who devoted their lives to the science.

Falcons To The Fight, Joe Archibald (Macrae Smith, \$2.95). An interesting sports novel about the USAF Academy football team, its resolve, courage and drive to achieve top-team status in national football.

The Survival Book, Dr. Paul H. Nesbitt, Alonzo Pond and William Allen (D. Van Nostrand, \$7.50). A complete, thorough reference and guide to survival techniques, tactics, procedures—land, sea, mountain, arctic, tropic, desert—in narrative and illustration.

The War Lover, John Hersey (Knopf, \$5). Distinguished air war novel about the strategic air offensive over Europe during WWII, written with vivid realism and authentic, descriptive background. Story features B-17 crew through 25 mission tour, including deep penetration probes such as Schweinfurt, Germany. This was a recent BOOK OF THE MONTH CLUB selection.

It is unlikely that any Air Force mission offers greater comparative potential than Civil Air Patrol. While CAP concerns itself primarily with the everyday mission of vital search and rescue efforts, it is also instrumental in influencing and developing airmen for the future. Education is a weapon for the present and future, and CAP is contributing toward that goal.

Headlines coldly announce the disappearance of an aircraft presumed to have crashed. Hours or days later, more headlines tell of finding three survivors near the wreckage of the ill-fated plane.

Often the reader learns that the wreckage was spotted by a member of the Civil Air Patrol, flying a small single engine plane—or that a CAP search party reached the survivors.

The search and rescue operations of Civil Air Patrol are commonly brought into focus when associated with aircraft distress calls. But, ask the average citizen what the Civil Air Patrol does, and too often, the answer is a shrug of the shoulders or a raising of the eyebrows.

Brigadier General Stephen D. McElroy, USAF, National commander of CAP, outlined briefly the objectives, purposes and the mission of Civil Air Patrol as being an organization to encourage and aid American citizens in the contribution of their efforts, services and resources in the development of aviation, and the maintenance of air supremacy. It seeks to encourage and develop, by example, the voluntary contribution of private citizens to the public welfare.

Aviation education and training, especially for its senior and cadet members, encourage and foster civil aviation in local communities and provide an organization of private citizens with adequate facilities to assist in meeting local and national emergencies.

In consideration of existing and planned programs, the mission of CAP is twofold. It consists of a senior program for members over the age of 21, and a junior program for cadets between 14 and 18.

The senior program provides training in emergency service and search and rescue readiness and performance; maintenance of a radio communications network; and in aviation education and subjects for operation and administration of the organization.

The junior program for cadets consists of administering and conducting a cadet program within the organization and promotion of nation-wide aviation education, emphasizing cooperation with

educational institutions and systems.

In summing up, General McElroy stressed the equal importance of the cadet and senior programs. He said, "Although the greatest contribution to the national welfare lies in the junior program its successful accomplishment is dependent upon stimulated interest and motivation of an informed and trained senior membership and a sound flying program. Equal emphasis, therefore, must be placed upon each of the programs, but mission accomplishment should be measured by the progress in the junior program."

A plan to appoint all Wing and Region commanders of Civil Air Patrol as Air Force Academy liaison officers has gained recent acceptance by the Air Academy's Director of Candidate Advisory Service, Maj. Hal J. Basham, USAF.

The proposal, jointly sponsored by USAF-CAP, was initiated by Brig. Gen. Stephen D. McElroy during the Southwestern Regional Conference held recently in New Orleans, and is designed to disseminate information concerning the USAF Academy, motivate qualified young men to seek Academy nomination, and assist potential candidates in applying for such nomination.



Air Force Academy liaison officers are volunteers and are called upon to make public appearances, counsel prospective candidates and assist the Candidate Advisory Service in acquainting the young men of America with the benefits of the Air Force Academy. At present there are 22 former CAP cadets in the 1960 class, and a total of 122 now attending the Academy.

In accepting the proposal Maj. Basham stated, "CAP has already demonstrated its capability to render effective support to the Air Force Academy, and I am sure the appointment of outstanding Civil Air Patrol officers as Academy liaison officers will increase this capability."

A new Civil Air Patrol squadron, the North Hudson Composite Sq. (29066), of North Bergen, New Jersey, is looking for senior personnel to fill vacancies that now exist within the unit, especially instructors and pilots. Anyone desiring further information may contact 1st Lt. Paul F. Daniele, squadron commander, c/o New Jersey ANG, Newark Airport, Newark, N. J.

AWARD

Colonel D. Harold Byrd (r) CAP National Executive Board chairman, and prominent Dallas, Texas, industrialist, is presented with the Distinguished Service Award, with first clasp, by Lieutenant General William E. Hall, commander of Continental Air Command, at a recent three-day conference of the National Executive Board held at Ellington AFB, Texas.



CROSS COUNTRY



RIBBON CUTTING—NEW STYLE—At the recent opening of the new 9,500-foot all-weather runway at Bradley Field, Conn., the traditional ribbon was cut—but in a most unusual way. Flying one of the Connecticut ANG's new F-100 Supersabres from the 118th Tactical Fighter Squadron, Lt. Colonel John Hoar zoomed by at 300-mph, 20-feet above the deck, and cut the ribbon with his vertical stabilizer. The 118th entertained an unexpected 100,000 audience when it put on spectacular individual and team flying in their F-100s, which they had received only six weeks before.

FLYING TIGER—At the recent Troop Carrier Rodeo, held at Ellington AFB, Texas, an aircrew of the Willow Grove, Pa., 512th TCW, got a small surprise midway through one of its missions. A small "tiger" popped its head over the instrument panel and purred disapproval of the goings-on. The "tiger," a kitten which apparently had boarded the plane prior to the crew's arrival for take off, eyed his fellow passengers for a moment, then ducked into his hiding place in front of the cockpit. Since he was just standing around—not bothering nobody—they ignored him for the hour-and-a-half flight. As it turned out, the mission was the best of five that the wing flew during the three-day competition, although the Willow Grove Wing finished out of the money in the Rodeo. There's a moral some place—the 512th is part of the 14AF, best known as the "Flying Tiger Air Force."

short hops



ONE OF THE SAFEST UNITS in CONAC—a command noted for its excellent flying safety record—is the 305th Air Rescue Squadron (Res.) known as 10AF's "Flying Samaritans." Organized two years ago, the Flying Samaritans have never had a flying accident or incident, and for the period April 1, 1959 through September 30, 1959 they were recently presented Tenth Air Force's Flying Safety award. Col. Downs E. Ingram, 10AF deputy commander, made the presentation to the 305th's commander, Maj. Dragi C. Lazin . . . MSgt Richard T. Siudzinski, a Reservist attached to the 328th TCSq, Niagara Falls, N. Y., was appointed chief of the Canastota, N. Y., Police Department on Dec. 1, 1959. Sergeant Siudzinski, a veteran of WWII, performs similar duties as air police supervisor for the 328th TCSq.

Twenty-five air policemen attached to the 440th TCW, Milwaukee, Wisc., spent their December training weekend learning the procedures used in the training and handling of military sentry dogs. Soldier handlers of the Army's Third Missile Battalion, a Nike launching site on Milwaukee's lake front, introduced the airmen to the complexities of sentry dog handling . . . The 78th TCSq, Mobile, Ala., commanded by Lt. Col. Stanley V. Rush took second-place honors for Armed Forces exhibits at the Greater Gulf State Fair held in Mobile Oct. 19-24. Inasmuch as it was their first attempt at a public display they are to be doubly commended . . . Any takers? Capt. Clayton Jones, an Air Force Reservist with the 8511th Navigational Squadron thinks he has himself a record after logging 109 flying hours during his last 15-day active

AWARD FOR 14AF—The Fourteenth Air Force won top honors in the nationwide CONAC administrative effectiveness competition for the first quarter of Fiscal Year 1960 (July-September). Adminstrating the Air Reserve Forces program in 22 states, the District of Columbia, and Puerto Rico, the Fourteenth tallied 2,472 out of a possible 3,050 points. The points were awarded for leading performance in achievement areas ranging from top reenlistment rate to the lowest total aircraft accident rate. Some of the other facets which were considered included manning of Air Force Reserve wings, ground safety, fire prevention, timeliness of reporting and operational readiness of Air Force Reserve AACS units.

JOINT ASSEMBLY—Reserve officers of the Armed Forces met in Washington, D. C., last month during their annual Reserve Forces Joint Assembly. Theme of the program was "Major Aspects of National Defense for Reservists," and was under the sponsorship of the Air Force Reserve. Featured speaker was Col. Carlo R. Tosti, USAF, of the Air Research and Development Command, Andrews AFB, Md., who spoke on the subject of "Air Force Research in the Aerospace Age." Reservists from all the armed services in the Washington, D.C. area attended the program which was devised several years ago as a means of supplementing Reserve training by offering up-to-date developments in National Defense.

duty training tour . . . 127th Fighter Interceptor Squadron, Wichita, Kan., was recently named the outstanding unit in the 137th Air Defense Wing, ANG, and became the first unit to be awarded the Aero Commander trophy, sponsored by the Aero Design Co. Mr. George Pew, president of Aero Design, made the presentation to Lt. Col. Donald W. Coulson, 127th FIS commander.

MORE THAN 5,000 PERSONS attended a mid-November dedication ceremony at the Johnstown-Cambria County Airport, Pa., for the official opening of an enlarged runway. Prominent in the proceedings were Air Force Reservists Col. Edwin Barbour and Col. Edmund F. Freeman, commander of the 2492d ARTrWg, Pittsburgh, Pa. State Senator Ernest F. Walker was also on hand for the ceremony . . . At the first of three scheduled briefings, 250 Air Force Reservists and local Oklahoma City community leaders were apprised of the Air Training Command Story, November 3, by Col. H. F. Collins. Lt. Col. William Bond, commander of the 9844th ARSq, hosted the meeting.

The 9286th ARSq, Greenfield, Mass., recently held a dedication ceremony for their new quarters and had on hand as guest speaker Congressman Silvio O. Conte. Lt. Col. Andrew E. Koval, 2618th ARC's commander named the 9286th ARSq the "Squadron of the Month" and presented MSgt John G. Miller of Greenfield, an Airmen of the Month certificate at the same ceremony . . . A/1C Lyle W. Rushing, 9399th ARSq, Tacoma, Wash., high scorer in the 1959 National Trophy Individual Pistol Championship Match held at Camp Perry, Ohio, recently received a letter of congratulations from Gen. Curtis E. LeMay, VCS, USAF, for his marksmanship achievement.

Retirement Portfolio

This idea occurred to members of Hq Air Material Command's Reserve Supply and transportation unit at Wright-Patterson AFB, Ohio. Monitored by Col. J. E. Lehrke, AFRes., a special project was initiated in February 1959 to develop a system which would portray all the facets to be considered in retirement planning.

Major E. U. Severino, AFRes., was assigned the special project and he subsequently developed a retirement and estate portfolio based on a system he had devised for his own personal affairs. The portfolio contained a collection of documents (active duty orders, discharges, reserve assignment and promotion orders, etc.) with which to substantiate his benefits as a Reservist. While the portfolio was developed with Reserve retirement in mind, it also included other sources of income such as Social Security, life insurance policies and other retirement plans.

The next step in Major Severino's progress was to develop a means of recording the portfolio's contents so that each aspect of his retirement estate could be shown in relation to the over-all picture. Since retirement is normally based on the number and age of family members, and the financial position desired at retirement age, the system had to show present financial status (for his family in the event of his death) as

well as future goals and their potential. As a result he devised a worksheet with which he could plot information about himself and all members of his family.

Shown below is a sample worksheet based upon Major Severino's ideas. The names of all family members are entered in the first column. Starting with the second vertical column, the year is placed at the top of each column beginning with the oldest family member's birth date and continuing through the year he would draw retirement benefits. After listing each family member in the first column, military service (active and Reserve), life insurance, company retirement plans, Social Security, and any other factors to be considered are listed. Various colors may be used for plotting the factors.

Family ages are plotted by a solid line from date of birth to the current year—1960. Other factors are plotted in the same manner starting with their effective dates, however, beyond the current year they are extended to maturity dates by cross marks, shading, or broken lines.

Incomes to be received from different factors are then computed and penciled-in in the yearly columns and adjusted or changed as the need arises. After all factors have been plotted, it is then possible to estimate the current estate value in the event of death, or the current cash value of the estate should there be im-

The average housewife is usually somewhat vague about her husband's finances. While her husband may be very current in that department, he has only general ideas about his estate and retirement plans. Here is a way to resolve the problem.

mediate financial hardship. In planning retirement it is important to list estimated values of savings and investment plans to provide additional monthly income through later investments. A final column will show estimated monthly income from all sources at retirement.

The worksheet may also be used to indicate insurance coverage for other members of the family. For instance, the wife has an ordinary life insurance policy for \$2,000. Twenty-year endowment policies for the children serve a dual purpose—protection in the event of death and funds for education when they mature. Maturity dates for these three policies are not shown on the worksheet because of space limitations.

The sample worksheet is a hypothetical case portraying ideal circumstances involving rapid growth investment, systematic savings and minimum "bad years" of a Reserve lieutenant colonel. While it may appear optimistic from the financial aspect, the long growth period of this estate places it within the reach of many individuals.

AIR FORCE RESERVE ESTATE PLANNER																			
	19	'45	'46	'47	'48	'49	'50	'51	'52	'53	'54	'55	'56	'57	'58	'59	'60	'61	'62
John Smith																			
Mary Smith																			
William Smith																			
Alice Smith																			
TOTALS																			

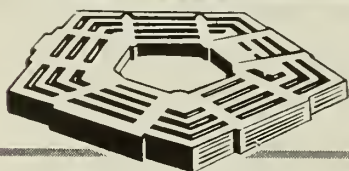
AIRMEN CLASSIFICATION: USAF has completely revised its airman classification manual and started distribution to the field last month. Effective date for the new instructions will be February 29, 1960. The new manual will give full details for the reclassification of warrant officers from superintendent specialties to officer slots and also establish a new "9" skill level for superintendent specialists that will be used to identify position requirements, and airmen in pay grades E-8 and E-9. An advance letter to major air commands said some superintendent specialty descriptions have been changed in the new version of the manual (AFM 35-1), and additional superintendent specialties have been added in career fields requiring extra skill identification at the "9" level. Established was a job AFSC for "command post technician-superintendent" to be used to identify members performing technical command post jobs.

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RESERVE OFFICERS EXCHANGE PROGRAM: The Reserve Officers Association has opened a program to strengthen the nation's alliances through closer ties among the Citizen-Reservists. Col. John W. Richardson of Detroit, ROA national president, announced that ROA is undertaking to organize a Reserve Officers exchange program designed to bring new understandings of the aims of the North Atlantic Treaty Organization. Brig. Gen. Daniel DeBrier, AFRes, Margate, N.J., has been named chairman of a special committee seeking to implement such an exchange program.

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POLICY COMMITTEE ASSIGNMENT: Brig. Gen. William B. Keese, deputy director of Military Personnel, USAF, has been nominated for assignment as a regular active duty member of the Air Reserve Forces Policy Committee. He will relieve Maj. Gen. Robert B. Landry, assistant deputy chief of staff for Personnel, USAF.



Pentagraphs

AF STRENGTH FIGURES: The Air Force's military strength at the end of October 1959 was 832,581. It showed a decline of 586 over the previous month's figures. The monthly manpower report, released by Statistical Services, Hq USAF, said there will have to be a net reduction of 2,942 officers and 4,639 airmen by the end of June to meet the programmed strength of 825,000. The report for October shows commissioned officers totaled 127,000; warrant officers-4,242; enlisted men-696,711; aviation cadets and aviation students-2,715; and Air Academy cadets-1,513. For the same period, the report shows Ready and Standby Reserve Forces dropped by 21,519, to a total of 588,904. This figure includes the Air Force Reserve and Air National Guard. In the Reserve, there was a drop of 21,781 in the enlisted ranks and a gain of 262 officers. Loss of enlisted men was attributed primarily to releases of those who completed their military service obligations. The Air National Guard increased by 17 officers and 2 airmen. Total active Air Force strength, which includes 366,134 civilians, is 1,198,715.

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ECI NOTES: Extension Course Institute says the proper way to request cancellation of a course is to write a letter to ECI giving full name, service number, and the number and name of course. Also, that it is not necessary to return textbooks when cancelling . . . In connection with the above, ECI sometimes receives a package of textbooks or a lone solution to an ECI exam (or many other unexplained items) which has no accompanying letter or note that might tell what the item is and what should be done with it. In the administering of some 290,000 students, ECI must handle tons of mail each month. Therefore, it is impossible to check on and explain the purpose of such "dead letter" material.

AIR DEFENSE UNITS OUT: Four air defense units equipped with early models of the F-104 Starfighter will be inactivated during 1960. The unit inactivations are part of the reorganization of the Air Defense Command, involving extension of the SAGE (Semiautomatic Ground Environment) defense system. Units scheduled for inactivation are located at Wright-Patterson AFB, Ohio; Hamilton AFB, Calif.; Larson AFB, Wash.; and Westover AFB, Mass. The early model F-104A and F-104B Starfighters, with which the units are equipped, are not compatible with the SAGE defense system since they are not equipped with the Data Link Computer required by that system. As they are phased out of the Air Defense Command, they will be used for other purposes; possibilities under study include service in the Tactical Air Command and the Air National Guard.

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GUARD NOTES: New ANGR 39-10 states Guard airmen possessing a service obligation upon discharge from ANG will be assigned to the Ineligible Reserve Section (IRS), Hq Air Reserve Records Center, Denver, Colo. If he does not have a service obligation upon discharge, he will be assigned to the Non-affiliated Reserve Section (NARS) at ARRC . . . NGB is still interested in over and under weighters and has come out with new instructions as to waivers . . . NGB says promotion on non-prior service airmen to A/3C upon completion of 11 weeks training is effected by the active establishment. Provisions do not exist for promotion by the State concerned while the airmen is attending the school. Promotions should be withheld until the airman returns to his parent unit . . . To avoid delay in placing Flight Nurses graduating from the Flight Nurse Course at Brooks AFB, Texas on flying status, NGB says the individual nurse is responsible for notifying the Bureau. Upon graduation she should wire or write the Chief, National Guard Bureau, ATTN: AFPR.

"... What we need most now in the Air Force and in our councils that form national policy—and this includes the public consensus—is the wisdom to discern facts and trends and the courage to act on our findings. Only the most vigorous and unselfishly motivated information program can bring the understanding upon which depends the achievement of national objectives. Information is the most essential link between wise leadership and purposeful action. . . ."—General THOMAS D. WHITE, Chief of Staff, USAF

On What Space Is . . .

Space—the expanse (perhaps limitless) which surrounds the celestial bodies of the universe—cannot be precisely defined. The characteristics of various parts of space are different. For example, near Earth, gas particles that form the "air" or "atmosphere" are close together and the Earth's gravitational attraction is comparatively strong.

Elsewhere in space are other environments which vary with regard to the other planets in our solar system and to other systems in the universe.

In relation to Earth, the environment popularly regarded as "space" is found to be at different distances from the Earth's surface, depending upon the nature of the study or activity. Therefore, no one can say, except arbitrarily, where the "air" ends and "space" begins in relation to Earth. "Air" and "Space" form an indivisible operational medium, a continuum described as aerospace.

Density of atmosphere decreases and the separation (free path) of particles increases as altitude increases through the troposphere, stratosphere, mesosphere, thermosphere and ionosphere—which are included in the atmosphere.

Ninety-nine per cent of the Earth's atmosphere is below an altitude of 20 miles. All but one-one millionth of the atmosphere lies below 60 miles (100 kilometers). The region around 600 miles out, or 1000 kilometers, is generally accepted as the material limit of the Earth's atmosphere. Above the 600-mile level is a zone of free-moving air particles, called the exosphere, which is assumed to extend for some 600 miles. Above about 1200 miles, or 2,000 kilometers, the exosphere thins out gradually past the Van Allen belts into the near-vacuum of space, with a particle density estimated at about one to ten gas particles per cubic centimeter. The volume within the solar system is often referred to as "interplanetary space."

As a functional medium for aircraft with air-breathing engines the atmosphere ceases to offer sufficient density at around 20 miles or 30 kilometers. Air resistance is believed to approach zero at about 120 miles, even for the fastest-moving vehicles. The X-15 is designed to explore this region of aerospace.

In aerospace medical terms, Dr. Hubertus Strughold of the Air Force's School of Aviation Medicine describes the atmosphere as being divided into four zones: (1) the physiological zone—from sea level to 10,000 feet; (2) the physiologically deficient zone—from 10,000 to 50,000 feet; (3) the partially space-equivalent zone—from 50,000 feet to 120 miles; (4) the totally space-equivalent zone—from 120 to 600 miles.

In space there is no oxygen nor air pressure to keep a man alive, no atmospheric material for the pressurization of the cabin, and no natural protection against meteorites or solar and cosmic radiation. Inertial forces, originating in



the fast-moving vehicle in space flight, counteract the gravitational attraction of Earth and produce a condition called weightlessness.

Because we are earthlings, accustomed to living in that part of space which is Earth's atmosphere (air), it is most realistic in this age to speak of the operational realm above us as "aerospace." Aerospace is an operationally indivisible medium consisting of the total expanse beyond the Earth's surface.

The Air Force's responsibility to provide the primary forces "to gain and maintain general air supremacy" for the Nation is not limited to any particular altitude nor type of weapon system.

To gain and maintain general air supremacy for our country the Air Force must use offensive and defensive aircraft, missiles and spacecraft, along with aerospace reconnaissance, warning, communications-control and logistics systems upon which these forces are dependent.

On Future Piloted Craft...

"...Before the next ten years have elapsed, the Air Force will be exercising a significant capability in aerospace. Ballistic missiles themselves are space vehicles. Our manned systems will be platforms for advanced missiles, notably the air-launched ballistic missile. Satellite systems with a wide variety of special uses, such as detection of ballistic missile attack, communications, navigation, and reconnaissance, will be an integral part of our day-to-day operations. The term "mixed" will be used in connection with our aerospace force in two senses. That force will be composed of a mixture of manned and unmanned systems, and such systems will be employed within the atmosphere and outside the atmosphere, forming true aerospace power for peace..."—Lt. Gen. Rascoe C. Wilson, Deputy Chief of Staff for Development, USAF



DEPARTMENT OF THE AIR FORCE
THE AIR RESERVIST
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USAF Periodical 30-1
No. 30H 1-60: 412,670



The Air National Guard's 196th Fighter-Interceptor Squadron, Ontario, California, was honored recently for its enviable flying safety record when Lt. Col. D. L. Frisbie (c), comdr., 196th FISq accepted the USAF Flying Safety Trophy from Colonel F. G. Hook (r), of the ANG Bureau, as Moj. Gen. E. M. Jones, California's Adjutant General looks on.



Air Force Reservist, Brig. Gen. James Stewart, motion picture actor and member of Princeton University's Board of Trustees discusses planes he piloted during World War II, with Princeton AFROTC cadet Col. Charles J. Weisul, Jr., first in unit to so

RESERVE CAMERA



The first step of the 303d Air Rescue Squadron, Long Beach, California, toward self support under the Air Reserve Technician Plan is symbolized by SSgt William R. Stevenson—the unit's first ART Plan technician—boarding an SA-16 aircraft.



A queenly smile is flashed by Miss Eden Von Zondt—and for good reason. Crowned Queen of the Air Force Reserve Officer Training Corps' Ball held at the University of Colorado on November 11, Miss Von Zondt receives MSgt Roy Price's approval upon completing a jet-flight sponsored by the ANG's 120th FISq, Buckley Field, Colorado.

THE AIR
Reservist



FEBRUARY 1960



THE MAJOR AIR COMMANDS

...See page 8

"Quote..."

"...I would like to emphasize that the Air Force will require both manned and unmanned systems. Missiles and aircraft, for example, are complementary weapon systems—each with definite and decided advantages. Although the growing performance capability of missiles indicates they will have an increasing role, the needs for manned vehicles will be many and varied.

"I agree with those who feel there has been excessive talk about manned expeditions to the moon, Venus, Mars, and beyond—as though these ventures were well within our present capability. They are not. However, our pilots will probe far above the earth's surface in the X15 rocket craft and in the Dyna Soar. We are also participating with NASA in the astronaut program. All three of these projects are steps towards exploiting man's judgment and skills..."

THOMAS D. WHITE, Chief of Staff, USAF

THE AIR Reservist

VOL. XII—NO. 2

AIR FORCE RESERVE AIR NATIONAL GUARD
CIVIL AIR PATROL



FEBRUARY 1960

Lt. Gen. William E. Hall
Commander, Continental Air Command

Col. Richard P. Haney
Chief, Office of Information, CONAC

EDITOR
Fred E. Giachino

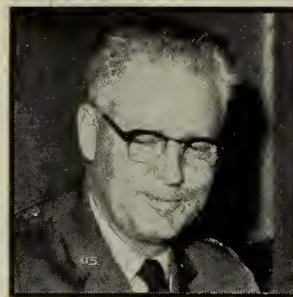
ASSOCIATE EDITOR **STAFF WRITER**
Earl E. Lane TSgt William J. Turner

The Air Reservist is an official publication of Continental Air Command approved by the Secretary of the Air Force, in accordance with Public Law 476, Section 259, 82nd Congress. This law directs the dissemination of complete and up-to-date information of interest to the Air Reserve Forces.

Editorial Office: The AIR RESERVIST
OI, CONAC, Mitchel AFB, NY

The Material contained in The Air Reservist is listed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by the Secretary of the Air Force and the Director of the Bureau of the Budget 23 July 1958.



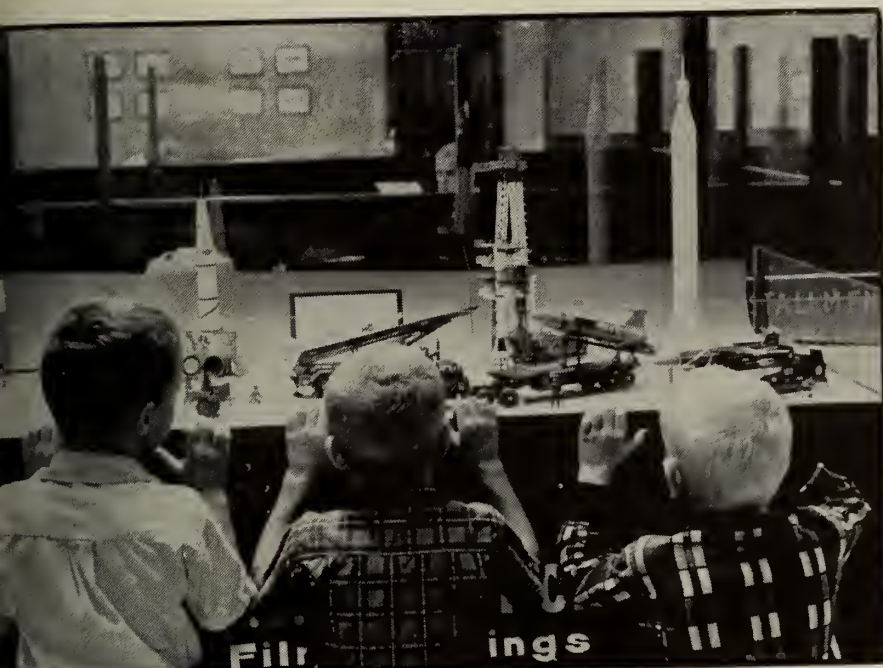
... PEOPLE

CHAPLAIN (LT COL) TUNIS CORDILL, chaplain of 10AF can be likened to the circuit riding preachers of the early days. Recently, he completed a 3 day, 4,260-mile, self-driven auto tour calling at 16 major Air Reserve Centers and talking with over a third of 10AF's 275 assigned Air Force Reserve chaplains. Programmed into the trip were calls to bases and headquarters of other commands throughout the area where he discussed utilization of Air Force Reserve chaplains. In one place, a commander had 32 active duty chaplains, but only three Reserve chaplains, within his jurisdiction. A reevaluation of mobilization requirements indicated he would need at least 12 chaplains, or nine additional spaces in the command where training spaces would exist. Chaplain Cordill states that the Reserve chaplain can do anything that a regularly assigned chaplain can on an Air Force installation. He can officiate at baptisms, weddings and funerals, conduct religious services, and counsel airmen and officers.

FIRST LIEUTENANT PHILIP M. GAUDET, 138 AC&W Detachment, Colorado Air National Guard, Denver, Colo., was the recent recipient of the Air Defense Command "We Point With Pride" award and a personal letter from Lieutenant General J.W. Atkinson, commander, ADC, in recognition of the life saving feat he performed while serving as full time controller at the Rocky Road, Colo. radar station. With much difficulty, Lt. Gaudet picked up a "Stargazer" call—a quasi distress signal that is comparable to the international "Mayday" distress call, but not as extreme—and learned that the pilot of an Air Force T-33 was having trouble with his radio and, worse, that his navigational aids and gyroscopes were both inoperative. The GCA at Lowry AFB, Colo., was not functioning; hence Lt. Gaudet took on the task of securing clearances for the pilot, timing his turns and delivering him to a straight-in final approach to a safe landing from his precarious position 160 miles out and 35,000 feet aloft.

THOMAS H. BAKER (A/1C), an Air Reserve Technician assigned to Detachment 1, 445th Troop Carrier Wing, Memphis Municipal Airport, Tennessee, has been presented the Air Force Decoration for Exceptional Civilian Service, and an official commendation for exceptional performance of duty. In addition to receiving the highest Air Force honorary civilian award, he also received a \$500 cash award. Baker, an aircraft mechanic, earned his decoration by displaying outstanding bravery in extinguishing a flaming refueling trailer located on the flight line near fellow workers and an expensive aircraft. Seeing that the trailer's built-in extinguisher system had failed, he seized a wheel-type CO₂ extinguisher, climbed up the blazing unit, smothered the fire, and thereby prevented an explosion.





VISIONS

Thoughts of space travel seem to burst forth from this "still" photo of three youthful Floridians as they concentrate on the 9888th Air Reserve Squadron, Sarasota, Florida, exhibit shown recently at the Palmer First National Bank, Sarasota. Local USAF Recruiting Service helped with the project which also featured a large scale Regulus II target drone, along with Air Force movies.

... POLICY

CONTINENTAL AIR COMMAND has suspended action on applications for assignment to Parts II and III of the WPR 0-60, effective January 20. Purpose of the suspension is to clear all assignment processing procedures of 59-60 actions. A similar action occurs annually and is timed so that no hardship is incurred by individuals during the last half of the academic year. However, this year it has been scheduled earlier so that fiscal year 1961 actions may be programmed into the new computer system being used by the Air Reserve Records Center. The "freeze" is expected to last approximately 90 days. Thereafter, procedures have been established to assure greater manning potential for the mobilization requirement than in any previous period and Part II and III positions for the forthcoming year will be projected well in advance of the FY-61 period.

A THIRD AERONAUTICAL RATING for aircraft observers, to be known as *Master Aircraft Observer*, has been announced by the Air Force. At the same time it also released modified requirements for navigators aiming at the Master Navigator rating. The new observer rating provides aircraft observers three steps in career progression in their specialty, the same as pilots and navigators who already have a master rating.

To qualify for the new rating, aircraft observers must have 5 years of rated service since graduation from observer school, 3,000 or more hours, and be on flying status as an Aircraft Observer or Senior Aircraft Observer. They must also have passed the annual Aircraft Observer examination no more than 12 months before the date of application.

The Master Aircraft Observer badge will be the same as that worn by Master Navigators. Hq USAF also pointed out that individuals with a navigator or senior navigator rating will not be awarded the Master Aircraft Observer badge.

In amending criteria for the Master Navigator rating, USAF now gives the aircraft observer turned navigator a more equitable chance to qualify. Previous rules required a man to serve 15 years in combined rated service as an aircraft observer or navigator and log 3,000 hours after graduation from military navigation school. The new change provides that he must log 3,000 hours, of which 1,000 must be logged since graduation from military navigation school as navigator time or radar observer time in medium or heavy bombardment aircraft.

... PLANS

CLINTON COUNTY AFB, Wilmington, Ohio changed hands on January 1, when jurisdiction of the base moved from CONAC to Strategic Air Command. The three CONAC units—302d Troop Carrier Wing, 2494th Air Reserve Training Wing, and Detachment 3, 2523d Instructor Squadron (Navigation Training)—will remain on the base as tenant units. SAC units on the base are the 22d Air Division, 4090th Air Refueling Wing, and the 4090th Combat Support Group, which are assigned to the Second Air Force located at Barksdale AFB, Louisiana.

FOR ECONOMY REASONS, flying activities at Brooks AFB, Texas are being phased out and moved to Kelly AFB, Texas. The 433d Troop Carrier Wing, with assigned units; Detachment 5, 2423d Instructor Squadron (Navigation Training); and the 8509th Air Reserve Squadron (Navigation) will move to Kelly during the fourth quarter of fiscal year 1960. Target date for completion of the move will be April 1, but no later than June 1960. Although Brooks will no longer be maintained as a flying field, it still will house other Air Force activities. The switch involves no long-distance move since both bases are located at San Antonio, Texas, on what is known as the Military Loop.

see PLANS page 6

OUTLOOK: Flight - Plane

Devoted primarily to training, the Air Reserve Forces are demonstrating increased potential as "operational" force. Proven performance during recent large-scale joint Air Force/Army maneuver and cargo hauling missions (e.g. Dark Cloud/Pine Cone II and Swift Lift) is encouraging a great and more diversified utilization of this potential. As a consequence, more versatile equipment is flowing gradually into the Air Reserve Forces' inventory. The OUTLOOK promises greater participation for the Reservist and an increased awareness of his personal contribution.



Now in operation by one CONAC Air Force Reserve flying unit, more C-123s soon may join other wings. The Provider, powered by 3,800 hp Pratt & Whitney engines, has a capacity of 16,000 lbs. or 60 troops.

||||| New Planes

The Secretary of the Air Force has directed the transfer of a number of Boeing C-97 Stratocruiser transport aircraft from the Military Air Transport Service to the Air Reserve Forces, effective as soon as arrangements can be worked out between MATS and the National Guard Bureau which will accept the aircraft. This action is in accord with continuing U. S. Air Force policy to make maximum use of Air National Guard capabilities in support of essential Air Force roles and missions.

The decision to assign the C-97s to the Air Guard was based on the fact that C-97s are not compatible with the Air Force Reserve's troop carrier mission since they have no capability to airdrop troops and equipment. It was pointed out that it would be more appropriate to modernize the Air Force Reserve with C-130s, and additional C-123s which are specifically designed for troop carrier roles.

The first squadrons designated to receive the four-engine transport aircraft are the 109th, Minneapolis, Minnesota, and the 115th and 195th at Van Nuys, California. These are fighter interceptor squadrons converting to air transport capability. Three additional locations are Grenier AFB, New Hampshire; Schenectady, New York; and Tulsa, Oklahoma.

The selection of Minneapolis is the outcome of a promise made by the Secretary of the Air Force to Minnesota officials when USAF cancelled plans to build an air base at suburban Bethel, Minnesota. He indicated that the Air Guard squadron would be re-equipped with conventional aircraft in place of the F-89H jet interceptors it has now. Originally, the two Guard squadrons at Van Nuys were slated for F-100C jet

fighters, provided local objections to jet noise could be overcome. As at Minneapolis, the Van Nuys airport is closely hemmed in by heavily populated areas. When the C-97s became available, Van Nuys proved a logical location because a heavy cargo capability could be very useful in the Southern California aircraft production area.

The aircraft will come from MATS' Western Transport Air Force, with headquarters at Travis Air Force Base, California. Transition training for Air Guard air crews and maintenance personnel will be provided by MATS, probably at Travis. In succeeding months, it is expected that sufficient four-engine transports will be assigned to the Air Guard to equip two of the Guard's 24 wings for strategic transport missions under MATS operational supervision. Selection of other units to receive long range transports is now being made by the National Guard Bureau in conjunction with USAF's directorate of operations. Other units being considered for conversion to C-97s are on the East Coast, the Midwest and Southwest. At least six, and possibly nine, Air Guard squadrons will change over from air defense and tactical fighter roles to take on the new cargo carrier mission.

This is the first time four-engine aircraft have been assigned to the Air Reserve Forces, and the move will greatly expand the Air National Guard's transport role. Of 10 Air Guard squadrons already employing transport type aircraft, five are aeromedical evacuation squadrons using the Fairchild C-119, four are special medium transport units with Grumman S-47, 16s, and one, in Alaska, is equipped with Douglas C-47.

As additional squadrons receive four-engine aircraft, they will relinquish their present roles and equipment in support of the Air Defense Command or Tactical Air Command.

Scheduled soon for use by six Air National Guard units are the Boeing C-97 Stratocruisers. Powered by 3,250 hp Pratt & Whitney engines, the craft has a 5-man crew, a 350 mph speed and a 2,000 mile range.



And Pay

■ ■ ■ ■ *Brightstar/Pinecone III*

As of now, the Air Force Reserve and the Air National Guard aircraft inventory consists of the following: C-47, C-119 (CGJ), C-123, B-57, T-33, SA-16, F84 (DFHKL), F-89 and F-100. Many of these aircraft are scheduled for a considerable workout during 1960.

For example, *Brightstar/Pinecone III*, the largest airborne exercise ever held involving Reserve Forces, definitely has been scheduled for the latter part of August. Details for the maneuvers were evolved at a recent planning conference by key personnel from Continental Air Command, Tactical Air Command and the Military Air Transport Service.

The objective of the exercise will be to airlift an entire pentomic airborne division simultaneously, and to demonstrate rapid movement of airborne troops with Air Force troop carriers into a simulated battle area. Participating forces will be MATS, TAC, CONAC and the 18th Airborne Corps.

At present, the general concept is to deploy the 101st Airborne Division plus elements of the 18th Airborne Corps headquarters into dispersal airfields in the Fort Bragg, North Carolina area. This would be accomplished by MATS' aircraft. Subsequent to this, TAC and CONAC troop carrier aircraft would transport these troops from the dispersal bases and execute a drop into the Fort Bragg area. The five staging bases being considered are: Myrtle Beach AFB, Shaw AFB, North Field, Donaldson AFB, and Langley AFB. The major problem to be resolved is the safe and smooth scheduling of the troop carrier aircraft from active duty training sites into this small number of staging bases in order to accomplish the desired mission.

The Air Force Reserve contemplates providing 500 C-119 *Flying Boxcars* and 30 C-123 *Providers* in the assault phase of the exercise. The Air National Guard has indicated that it will provide 64 RF-84/F-86Hs, 36 RF-84/RB-57s and 16 SA-16 aircraft.

The Army has expressed a requirement to airlift approximately 11,000 troops and 6,000 tons of heavy equipment and plans to disperse approximately one battle group with necessary equipment at each of the staging areas.

■ ■ ■ ■ *Big Slam/Puerto Pine*

Air Force Reserve navigators and Part I Military Air Transport Service (MATS) pilots are being considered strongly for participation in a joint Air Force—Army training exercise known as "Big Slam/Puerto Pine", to be held for a 15-day period during March of this year.

Designed primarily for the purpose of testing the mobility of the Strategic Army Corps (STRAC) and the capabilities of MATS, the exercise will involve the movement of Army troops and equipment from bases in the United States to Puerto Rico and return.

Approximately 18,000 Army troops from such units as the 82d and 101st Airborne Divisions, the 4th Infantry Division, the 2d Infantry Brigade and the 1st Logistical Command, plus some 12,000 tons of Army equipment are expected to be deployed from the United States to Puerto Rico in what will be the first stage of the three-stage exercise.

The second phase will involve the preparation by the



Another 4-engine plane which eventually may augment the AF Reserve is the Lockheed C-130. USAF's first transport to be designed expressly for turboprop power, it has a 4-man crew and a capacity of 40,000 pounds.

Army's mobile striking force for tactical movements to a forward area; and the third and final phase will again see the Air Force personnel in action as they take on the tasks of returning the Army's men and equipment to their home bases in the United States.

Ramey Air Force Base, Puerto Rico and the Roosevelt Roads Naval Air Station have been designated as off-load bases for the operation.

Lieutenant General William H. Tunner, MATS commander, has been named Exercise Director for the MATS phase of the operation and has announced that MATS' regularly scheduled service will be maintained throughout the exercise with commercial augmentation to replace that portion of MATS assigned to the exercise.

■ ■ ■ ■ *Flight Pay*

First steps in implementing a Department of Defense directive which permits personnel with over 20-years rated aeronautical service to entitlement to flight pay without meeting flying requirements became effective on January 1. The DOD Directive (1340.4, 29 May 1959), states in effect that members (which includes both Regular and Reserve) who hold aeronautical ratings or designations for a period of not less than 20 years, and who are otherwise eligible to receive flight pay, will be entitled to incentive pay without regard to minimum flight requirements. For those members who have not held aeronautical ratings or designations for a period of 20 years on 31 December 1959, entitlement to incentive pay without regard to existing flight requirements will commence on the first day of the month following the month in which the member completes his 20th year as a member with an aeronautical rating or designation.

However, USAF emphasizes that personnel qualified for flying pay under the above criteria still must meet the provisions of AFR 60-2. In other words, while the monthly flying requirement needed to qualify for flying pay in the past no longer applies for these people, they are still required to accomplish the proficiency flying directed by 60-2.

Still under study by USAF with regard to its applicability to the Air Force Reserve is a further provision of the DOD Directive which would affect selected individuals with not less than 20 years rated service. These people would be suspended from flying status because of not being in a position which required it, but would continue to receive flying pay. Detailed information on this category will be published later.

■ PLANS from page 3

THE FOURTH ANNUAL NAVIGATION competition for Reservists involving 18 CONAC Navigation Training Squadrons will be held at Ellington AFB, Texas, during the period of May 22-29. The competition is a CONAC-wide exercise in which the best navigator teams from each Reserve Navigation Training squadron will compete. The teams—chosen on a performance basis—will consist of four navigators; three primary and one alternate. They will fly three missions (LORAN, night celestial and day celestial) each in the TC-47 (Flying Classroom) type aircraft.

EVALUATION OF THE ART PLAN (Air Reserve Technician Program) is underway, based on a year's practical experience of its progress and problems. The first step of the Hq CONAC appraisal plan called for each unit to objectively review its operations and report to its respective numbered Air Force headquarters those adjustments considered essential to the betterment of the plan.

Then each of the numbered air force Hq was asked to analyze the individual reports, consolidate the suggestions and prepare recommendations—based not only on the unit reports, but also on the experience the higher level command had gained from its association with the plan—and forward them to Hq CONAC for final consideration.

As part of the evaluation Hq CONAC also sent two teams of specialists into the field during December of 1959 to analyze and get an on-the-spot picture of the plan's workings at unit level. The teams visited a total of 11 typical locations throughout the country. The results of their review will serve to clarify and confirm any problem areas or suggestions noted in the unit reports as well as those presented by the numbered air forces.

Now remaining is a series of meetings and conferences which are being scheduled at Hq CONAC during this month so as to consolidate and analyze the data, recommendations and suggestions now available and develop revisions considered essential to the continued success of the program.



coming
events

FEBRUARY

ROA Mid-Winter Meeting, Washington, D. C., Feb. 4-5
National Defense Policy Week, Feb. 12-22.
Ninth Air Force's Reserve Commanders Orientation Conference, San Antonio, Texas, Feb. 25-27.

MARCH

Big Slam/Puerto Pine, Ramey AFB—Roosevelt Roads NAS, Mar. 14-28. (tentative)

APRIL

Air Reserve Forces Policy Committee Meeting, Pentagon, Apr. 2-5 (30th meeting).

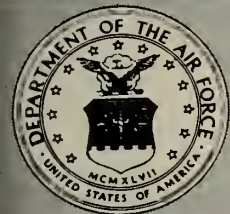
MAY

Armed Forces Week, May 14-22.
Fourth Annual Reserve Navigation Competition, Ellington AFB, Texas, May 22-29.

"MANPOWER BANK OF THE AIR FORCE." That's the title of a forthcoming film about the Air Reserve Records Center at Denver, Colorado. The 20-minute show will be procured by the Air Photographic and Charting Service (MATS), and produced by Roland Reed Productions, Hollywood. Filming was scheduled to begin in January. Upon its completion later in the year, the film will be distributed world-wide throughout the Armed Forces. It will also be available for use by television stations, schools, military installations, civic and business organizations.

ARCTIC BOUND

Reservists of 94th TCW, L. G. Hanscom Field, Bedford, Mass., line up beside their C-119 "Flying Boxcar" prior to taking off for Fort Churchill, Manitoba and the rim of the Arctic Circle. (l-r) Capts. V. C. Brown, J. B. Reach, W. Flynn, D. A. Greenlaw, G. W. Olson, J. P. Trudon, and SSgts A. Partridge and C. Fusco. This is believed to be the northernmost flight made by an AF Reserve crew in a USAF plane.



UNITED STATES AIR FORCE
MILITARY AFFILIATE RADIO SYSTEM

MARSGRAM

CALLING ALL RESERVISTS . . . This is MARS calling all Air Force Reservists, with amateur radio background, who are interested in acquiring additional retirement points. You are advised that the Military Affiliate Radio System (MARS) offers just such an opportunity—and much more.

As an active participant in the MARS program, an Air Force Reservist will (in addition to accruing extra retirement points) be awarded MARS points which will enable him to keep or borrow valuable radio electronic equipment for use in his own home, broaden his knowledge of the radio communications field, be permitted to experiment with new communications ideas and theories, and reap the innumerable rewards that come from affiliation with a program as far-reaching and important as MARS.

A minimum of two retirement points per month is available to the active Reservist MARS member, who must also have a valid and active Air Force Reserve assignment. According to the CONAC MARS manual, each Reservist participating in the MARS program is required to take part in at least two drill periods of two hours duration per month. Also, Air Force Regulation 45-15 states in essence that one point is given for each training session involving duty performed in operation of MARS supervised network drills. Hence, the all-important additional 10 points over the necessary 50 points for a good year comes easily within the grasp of the Reservist with a MARS affiliation. (For the explanation of these additional points see "The Value of Extra Points" page 13 in this issue.)

Upon becoming a member of the MARS program, a Reservist accrues MARS points at the rate of two for each half-hour of active participation in a CONAC MARS network from a fixed station, or three for each half-hour from a mobile station. MARS points are also awarded for accomplishing such duties as net control station, alternate net control station, the design or modification of equipment to benefit the MARS program, or the preparation and/or presentation of training topics. Tied in with the MARS point system is the issuance of surplus MARS equipment to program members. Each piece of surplus equipment is assigned a point value by the numbered air force MARS directors, and is either given or loaned to those members having sufficient MARS points to their credit.

Membership in the MARS program comes in three categories: Individual, Military Unit, and Club. Specific requirements for membership in each of the types is set forth in Air Force Manual 102-3. Applications for individual or club membership must be forwarded to the MARS director of the numbered air force area in which the applicant's station is located. The procedure for military unit applications is different, but also covered by AFM 102-3.



As a MARS member you may be communicating with station AG2AIR, located at Mitchel AFB, N.Y.

THIS MESSAGE WAS HANDLED THROUGH THE COURTESY OF MARS AND/OR AMATEUR RADIO. YOU MAY REPLY THROUGH STATION AG2AIR ADDRESS MITCHEL AIR FORCE BASE, NEW YORK WITHOUT CHARGE. DELIVERY IS NOT GUARANTEED.

FOCAL POINT: The M

Our cover depicts a solar system composed of the United States Air Force and its Reserve Forces in relation to the major air commands. It signifies that the Reserve Forces are a vital working adjunct to the U. S. Air Force. The nine major air commands and eight sub-commands have thousands of Air Force Reservists and Air National Guardsmen assigned for M-Day purposes as individuals or with units. In many areas this has become more than just a training attachment since Reserve elements—as well as individuals—are providing a definite service which complements Air Force activity.

A total of 222,478 members of the Air Reserve Forces are earmarked for the nine major air commands in the event of emergency. Of this number 151,425 Air Force Reservists are assigned to organized units, or hold individual mobilization assignments under Parts I, II or III. The balance of 71,053 consist of Air National Guardsmen assigned to units. An additional 4,829 Air Force Reservists are assigned to agencies smaller than the major air commands, which brings the grand total of AFR and ANG personnel to 227,307.

Owing to the complicated training breakdown, space does not permit showing detailed utilization of Air Force Reserve personnel. However, it must be remembered that 20,094 are assigned to various organized units; 28,043 to Part I; 39,505 to Part II; and 68,612 to Part III.

UTILIZATION OF RESERVE FORCES			
	AFR	ANG	TOTAL
Air Defense Command	10,241	33,017	43,258
Air Materiel Command	7,917	1,209	9,126
Air Research & Development Command	6,974		6,974
Air Training Command	2,052		2,052
Continental Air Command	68,612	105	68,717
HQ USAF	1,867		1,867
Military Air Transport Service	12,722	11,650	24,372
Strategic Air Command	11,220		11,220
Tactical Air Command	29,820	25,072	54,892
MAJOR COMMAND SUBTOTALS	151,425	71,053	222,478
AF Actg & Finance Center	42		42
Air University	1,807		1,807
Caribbean Air Command	1		1
Hq Command	1,504		1,504
Pacific Air Force	166		166
USAF Academy	10		10
USAF (Europe)	120		120
USAF Security Service	1,179		1,179
SMALLER COMMAND SUBTOTALS	4,829		4,829
AGGREGATE TOTALS	156,254	71,053	227,307

Legend: Assigned strength figures as of September 1959

The Air Force Reserve also has 140,040 Inactive Reservists (Non-Affiliated Reserve Section, Ineligible Reserve Section and Air Reserve Center Standbys); 231,602 members on the Inactive Status List Reserve Section (ISLRS); and 11,455 on the Retired List, which brings the total to 539,351 Air Force Reservists. Total active duty officers and airmen of the Air Force is 832,581, which combined with the active contingent of the Reserve Forces (Reserve—156,254 and ANG—71,053) gives a grand total of 1,059,888.

The Reserve Forces are programmed and trained toward the objective of serving a gaining command in the event of mobilization. While this provides a necessary and fundamental requirement, it leaves much to be desired when considering the area between *now* and the big "if" of M-Day. Skyrocketing costs of manpower and equipment have made it mandatory that the Air Force investigate every economical source to meet its day-to-day operation.

For many years the Air Force has eyed its Reserve Forces with a view to making practical use of their capabilities in the interim of peace and war. Improved factors have created a general trend which has been moving toward a quality situation which has Air Force planners thinking seriously of the Reserve Forces when contemplating current and future USAF needs. In the broad sense, this may sound platitudinous, but close examination will reveal that thumb-twiddling and Reserve activities are not necessarily synonymous, nor are the Air Reserve Forces considered "second string" by their active duty counterpart.

The main obstacle has been *method of use*—fortunately, improvements in the Reserve Forces' structure during the past few years have been gradually breaking down this barrier. More and more the major air commands are drawing upon the Reserve Forces to supplement their operations. The results have been enthusiastic on both sides of the fence. The Regular Air Force has discovered an effective pool of skilled people at little or no additional cost; the Reserve Forces have opportunity of relief from the monotony of training without immediate objectives.

The growing awareness of the potential of the Reserve Forces manifests itself in many ways. Most dramatic have been their participation in troop carrier, air defense and other activities, but equally important are the less publicized areas where small Reserve units are functioning within the Regular Air Force framework with full effectiveness.

It goes without saying that every big event is predicated on a series of smaller events. This follows much along the lines of the old military adage—"For want of a nail, the shoe was lost." A comparable analogy may apply to the Air Reserve Forces when considering such important activities

Air Commands

as Operation *Swift Lift*, the large-scale troop carrier exercises, or the Air National Guard's runway alerts for the Air Defense Command. It differs only in that the rate of contribution is proportional to the size of the unit. For example, while troop carrier wings furnish effective support to Tactical Air Command, there are many small and specialized Reserve units capable of furnishing much needed services to the other commands. It is an established fact that playing a role in the Air Force's everyday mission does much to improve the esprit-de-corps and all around effectiveness of the Air Reserve Forces.

A case in point is the Air Force Reserve's 8495th Air Terminal Squadron, located in Newark, New Jersey, and the Regular Air Force's 1611th Air Terminal Squadron at McGuire AFB, N. J. For more than two-and-a-half years the regular MATS-men have been working with the 8495th under a mutual assistance arrangement which transcends the usual concept of Regular/Reserve training. During each weekend training period, in addition to summer encampments, the 8495th under the command of Major L. M. Obler, AFRes., takes over the Passenger Processing Center at McGuire. As a result, the Reservists receive on-the-job training, and the Regulars get a once-a-month breather from their seven-day-a-week operation.

Although there is minimum Regular Air Force supervision, Major Obler's Reservists have preassigned jobs in which they act as fully qualified members of the MATS team performing normal duties. The MATS people have been enthusiastic about the arrangement for a number of reasons. Mainly, Obler's Tigers, as they are called, have been filling a gap in the short-handed MATS unit. Significantly, each month their arrival is eagerly anticipated by the 1611th because it permits scheduling several of their people for leaves and passes.

From a more practical standpoint, the 8495th provides a substantial work output at no cost to the MATS operation. In addition, while the services performed may be classified as training, the 96-percent over-all wartime capability achieved by the 8495th relieves the 1611th from maintaining an extensive training program for the Reservists.

Consisting of seven officers and 73 airmen, Obler's Tigers



Behind the counter, Reservists from the 8495th ATSq, Newark, N. J., work weekends at MATS' McGuire AFB personnel processing center. The Reservists perform full time duties and are considered top MATS-men by their active duty counterpart, the 1611th Air Terminal Squadron.

are considered one of the best trained and most productive Air Terminal Squadrons in the Air Force Reserve. At the weekend training session held last December the squadron out-processed 786 passengers; in-processed 380; on-loaded 78,060 pounds of freight and mail; and off-loaded 386,240.

Looking back over the past two-and-a-half years Major Obler estimates that his squadron has saved MATS a total of \$50,000. Statistically, this amounts to servicing 215 planes with over 4-million pounds of freight and mail, and 25,000 passengers on and off-loaded. Total manhours saved for MATS amounts to 19,100. Figured on a daily basis, Major Obler reckoned that each weekend his Tigers take over the terminal at McGuire, MATS saves \$750. At the rate of 48 drill days and 15 days of active duty each year, the annual savings round out at \$20,000. MATS picks up the tab for rations and quarters when at McGuire.

While MATS realizes a bonus in its own operation, the government also benefits from this arrangement. Drill pay for the squadron totals around \$27,000 annually, and whether the unit trains at the Air Reserve Center in Newark, or spends its time working at McGuire makes little difference insofar as the allocation of funds is concerned. The bonus is derived from the fact that training funds are serving double duty.

Colonel Charles F. Bock, commander of the 2615th Air Reserve Center, Newark, N. J., which provides support for the 8495th, attests to the fact that the 1611th Air Terminal Squadron at McGuire considers the Reserve unit as an integral part of the MATS operation. Citing an example, he said, "During our last semi-annual inspection of the unit on December 5, I was inspecting the unit at their 8 a.m. formation. I took perhaps five extra minutes in looking for those who needed haircuts, uniform violations, appearances, etc. Obler received two phone calls from the regular advisory people inquiring about the personnel. There was only one regular airman behind the passenger processing desk and they were waiting for at least 10 of Obler's boys. It was not unusual for these Reservists to load and unload four or five aircraft over their weekend training periods. What I'm trying to say is this: the 8495th is not only keeping combat ready in event of war, it is making a contribution to the workload of MATS. What is more, they like doing it."

Sparkplug of the outfit is Major Obler, a graduate of the Command and Staff, Squadron Officers Course and Aircraft Maintenance Course. In addition, he has completed seven USAF ECI courses. An advocate of military education, he has required that each assigned officer and first three grade airman complete the Air Transportation Officer ECI home study course. During training weekends an occasional concentrated seminar discussion on MATS methods is held in the operating sections. Section heads from the 1611th Air Terminal Squadron lead the discussions and provide superior training for the Reserve personnel.

Qualification wise, the 8495th Air Terminal Squadron is headed up by a well indoctrinated crew. The squadron's executive officer, Capt. J. N. Waldor, is a former B-45 navigator and West Point graduate, class of 1950. Four of the junior officers, Lieutenants Buehler, Brown, Surico, and Jacovides, are former 1611th ATSq duty officers. Two senior noncoms, MSgts Seidel and Riker are former MATS first sergeants. Among the rated load masters are TSgts Cheban, Adams, Green, Dofony, and three civilian airlines personnel, SSgts Hoser, Handel and Gatto.

Obler's Tigers are a new breed of support personnel—ground types who show their muscles for a real Air Force need and a sound wartime potential.

AIR MAIL



Q. I was placed on ISLRS (Inactive Status List Reserve Section) in January 1959. Will I be kept on inactive status indefinitely, or must I enroll in the Extension Course Institute program, or join an Air Reserve Center unit to maintain my commissioned status?

A. Since this is your first assignment to ISLRS for failure to earn the required 15 points for retention, you will be required to become active if you wish to retain your commissioned status. This can be accomplished through the various point gaining activities listed in AFR 45-15. The ISLRS is screened annually and at that time if you have not become active you will be given the opportunity to become active, retire (if eligible) or resign your commission. Normally, a Reservist will not be retained in ISLRS over three years. One thing you must remember, if you are assigned to ISLRS twice you are ineligible to be reassigned to a higher program element.

Q. I am a Reservist with less than twelve months of active duty. Am I required to participate with a Reserve unit?

A. Obligor who have served less than twelve months on extended active duty are required to satisfactorily participate in *Ready Reserve* status for the term of their military service obligation, unless they are screened to *Standby Reserve*.

Q. I was promoted to captain in the Army Reserve on 1 July 1954 and gained the necessary points until 1 November 1957, at which time I transferred to the Air Force Reserve. How do I stand on promotion service credit?

A. You are credited for promotion service credit only for the period 1 July 1954 to 1 July 1955 (ROPA), and of course, 1 November 1957, to date. You lose credit for promotion purposes in the Air Force from 1 July 1955 to 1 November 1957.

Q. I am a Reservist employed by an airline in an overseas area where I cannot actually participate in the Reserve. Will I be discharged for failure to earn my minimum requirements?

A. Those Reservists residing outside the continental limits of the United States, its territories or possessions, in areas where neither mobilization assignments nor extension courses are available will be assigned to the Inactive Status List Reserve Section (ISLRS), but are not subject to discharge.

Q. I have been selectively assigned to a Ready Reserve position. Am I required to participate in Inactive Duty Training?

A. No. Reservists who have been selectively assigned are not required to actively participate. However, they will be contacted by the unit and urged to volunteer to participate in Reserve training.

aerospace library



The Missilemen, by Mel Hunter (Doubleday & Co., \$4.95). With the assistance of illustrator-photographer Bert Tanner, the author has put together a stirring word-and-picture story of Cape Canaveral's professional missilemen—their duties, tensions during firing, successes, disappointments, relaxations—all that goes on behind the oft seen front page news photos.

Steps To Better Writing, by Hilary H. Milton, (Professional Press, \$2.75). Designed for the beginner or experienced writer in the technical or general report writing field, the author divides the book into two parts. The first part is slanted toward the relatively inexperienced writer, while the second, and major part "explodes" into greater detail the essentials of good report writing.

Conquest of the Air, The History and Future of Aviation, by Hendrik de Leeuw (Vantage Press, Inc., \$4.95). In nontechnical, nonscientific language, the author tells the story of man's conquest of the air from the time when men's aspiration to fly was expressed in terms of winged gods and flying beasts to today, as the moment nears when the first Mercury Astronaut will soar into space—and come back.

The Edge of Things, by William E. Barrett (Doubleday & Co., Inc. \$3.95). Four distinct tales—two novels and two novelettes—that explore the strange borderline between reality and the supernatural, and are linked by a common theme, the impact of aviation on man.

U. S. Air Force Academy: The Life of a Cadet, by Jack Engeman (Lothrop, Lee & Shepard, N. Y., \$3.50). A revised edition, with new photographs to show the Academy at its present site at Colorado Springs, giving a comprehensive picture story covering every phase of Academy life.

Turncoats, Traitors and Heroes, by John Bakeless (J. B. Lippincott Co., \$6.50). Leaving the jet-age behind for a welcome change, this eminent historian and biographer turns his attention to those shadowy figures who fought the silent war during the American Revolution. Based, for the most part, on previously untouched sources, the author has, for example, unearthed material which sheds new light on such well-known incidents as the Nathan Hale tragedy.

Battle: The Story of the Bulge, John Toland (Random House, \$5.00). A highly readable hour-by-hour reconstruction of the most dramatic and controversial land battle of World War II.

The world's most extensive radio network is operated by a trained force of volunteer civilians who receive no pay for their efforts, include transmitters and receivers in the family budget and leave job, office and home at the sound of an alert for a missing-aircraft search. These are your neighbors . . . the garage mechanic, the lawyer, the groceryman and doctor . . . husband and wife and teenagers in high school. They are Civil Air Patrol's enthusiastic and dedicated communicators.

The Civil Air Patrol radio network has 12,000 stations and 20,000 highly trained operators making it the largest civilian communications system in the world. Manned by civilian volunteers, the vast network blankets 50 states, the District of Columbia and Puerto Rico. CAP operators are ready for action on a 24-hour basis for any emergency and have proven to be vital communication links throughout the country.

The types of stations operated by CAP members fall into three definite categories. They are known as mobile stations, land or fixed stations and aircraft stations. Many CAP members have installed radio equipment in their personal automobiles and trucks. Vehicles so equipped are able to move into remote disaster areas and establish immediate communications with their base of operations. These stations are called "mobiles." Because of their mobility and self-contained power units, the mobiles are able to operate in practically any location and under any conditions.

The land, or fixed station is permanently located, and unlike the mobile, cannot be moved. The majority of the land stations are located in some CAP member's home. An unused room or a corner of the basement usually becomes the communications center, with some member of the family monitoring the maze of messages constantly crackling over the air waves. CAP land stations boast many husband-wife teams and often include youngsters in the family.

Airborne stations are maintained in aircraft operated by CAP personnel. These small, efficient radios are capable of ranges of 50 to 100 miles, depending upon altitude. A pilot flying a search and rescue mission is able to maintain air-to-ground contact with both the mobile and land stations.

The teamwork and efficiency with which the CAP communicators go into action is best demonstrated in an actual search and rescue mission. A small,

private plane is overdue on a cross-country flight and presumed to be down. The word is flashed to the U. S. Air Force Rescue Service. Air Rescue Service immediately pinpoints the area where the plane was last reported, or the intended route to be flown. The word goes out to the Civil Air Patrol that a search is on, and all CAP units in that area go into action. Within minutes, CAP communicators across the country have picked up the messages indicating that a search is being conducted in a particular area. The CAP radio operators in the alerted area are already busy, while their fellow communicators outside the search area stand by their sets, monitoring each terse message, keeping abreast of the search progress. The mobile stations begin a routine search of local airports, just in case the pilot may have landed and failed to report the change in plans.

High overhead, light plane pilots search the rugged terrain for a clue to the missing aircraft. They are in contact with the land stations and mobile units of their squadron.

Mobiles fan out on roads to keep pace with planes overhead as the search narrows, land operators sit huddled over sets in homes, monitoring the messages flashing between aircraft and mobiles, and passing on latest information by radio, telephone and sometimes by cadet messenger as the search intensifies.

Suddenly, one of the small planes spots the wreckage. He circles low to make positive identification, then radios the word to the mobiles and land station operators. He continues to circle the area, directing the mobile units as they converge on the scene of the wreck. The first mobile unit on the scene discovers that the two occupants of the plane are badly injured, but alive. The word is flashed back to the base of operations for an ambulance and medical supplies.

The land operator has alerted the mission commander of the location of



the crash, and ground search parties are already on their way to assist. The ambulance is no longer needed, as an Air Force helicopter nearby has been directed to the crash scene after it was determined that it could land near the wrecked plane. Within a short time, both injured men have been removed from the aircraft and are being airlifted to a hospital.

CAP communicators across the country remove headsets, ease the tension which has gripped them for the past 20 hours, and chalk up another successful search mission accomplished. Two hospitalized airmen express their gratitude for CAP and the communications system which saved their lives.

The Air Rescue Service has referred to CAP as "their right arm" and the right arm of Civil Air Patrol is the 20,000 dedicated communicators who man the world's largest civilian radio network—CAP's Communications.



Typical of the near-20,000 civilian volunteers comprising CAP's communications network is Cadet 2d Lt. Jane Snelling, communications officer of the Bolling AFB Squadron, Washington, D.C.

CROSS COUNTRY



SAR SPEED UP—Search and rescue coordination in the 22-state, 14AF area will be improved with a new communications set-up installed at the Robins AFB, Ga., SAR Coordination Center. With the new system several men at the Search and Rescue Center can hold simultaneous conversations with units engaged in search and rescue activities. Under the old method, only one person at a time could converse with a search organization. The new console ties in with Air Defense Command's tactical system, the U.S. Coast Guard's SAR telephone network, the FAA, and Military Flight Service system. There is also the capability of establishing contact through a high frequency radio system. This allows contacts with Civil Air Patrol, the MARS network, Civil Defense, military units, and many other organizations which work with the SAR unit in conducting searches.

ANG WING REORGANIZES—Brig. Gen. William R. Sefton, commander of ANG's 122d Tactical Fighter Wing, headquarters at Baer Field, Ft. Wayne, Indiana, announced complete reorganization of the wing. The change-over affects 1,981 ANG officers and airmen at all three Air Guard bases—Toledo, Terre Haute and Baer Field. The new structure of the wing, designed to streamline its striking force, aligns all personnel into basically two wing branches—tactical and non-tactical. Primary purpose of the reorganization is to keep all ANG tactical fighter wings, nation-wide, aligned with the latest structure of their active duty Air Force counterparts.

short hops



MAJOR SALEEM ASWAD, a training officer at MATS Hq has been awarded the Air Force Commendation medal for developing an efficient training follow-up system for Reservists. Adopted by the Air Force, the system is designed to assist the active force in accomplishing its peacetime mission with an annual potential of over two million manhours in MATS alone . . . The 442d TCW, Richards-Gebaur AFB, Mo., recently treated 30 youngsters from the Gillis Home for Children, Kansas City, to a special tour of the base's facilities including an inside-out view of the C-119, a close-up of the F-102, refreshments and cartoons. To top it off, the "Mohawk" Wingmen donated money to be used by the orphanage for the purchase of camping equipment for the children . . . The 9215th ARSq, New York City, comprised of Information specialists, entered the "Soaring Sixties" officially on Jan. 12, as the members attended a lecture at NYC's Wings Club by Mr. Don Karshan, public relations executive of G. M. Basford Co. The subject covered was the inevitable challenge to the public relations field by the introduction of satellite world communication . . . An example of the Air Force Reserve in Action came about recently when members of the 442d TCW airlifted two child-size iron lungs from Houston, Texas, to the Richards-Gebaur AFB, Mo., for use in combating the 1959 Kansas City polio epidemic . . . Representative (Louisiana) T. A. Thompson, an Air Force

CAP RAISES MONEY—Civil Air Patrol, with more than 70,000 senior and teenage cadet members, is a nonprofit benevolent corporation chartered by Congress. Most of its operating expenses are not government supported. Recently the American Fork Squadron, Utah Wing, CAP leased 400 acres of land southwest of American Fork. With the permission of the state fish and game commission the land was then posted with signs reading "Hunting by permission only—CAP." The squadron sold pheasant hunting permits, limited to four acres each, at \$2 each. During the hunting period the unit patrolled the lease with radio-equipped jeep and weasel. The unit, which just spent a year and a half rebuilding an airplane to be used for CAP search and rescue missions, realized \$200 from the unique fund project.

RUNWAY ALERT FOR ANG—On New Year's Day, the 111th Fighter Group (AD) Pennsylvania ANG, at Philadelphia initiated a 14-hour Air Defense Command runway alert. Combat crews from the group's 103d FISq took over the 14-hour-per-day duties which start one hour before sunrise and wind up one hour after sunset. Ready for immediate scrambles in their F-89H *Scorpion* jets, they are part of the New York Sector air defense area. A number of pilot and radar observers went on active duty to provide sufficient combat crews for possible intercept commitments. The crewmen literally live on the ramp, ready to man the missile bearing radar tracking *Scorpions* on a moment's notice.

Reserve Capt., joined forces with the 9796th ARSq, Lafayette La., and Miss Toni Whittington, an LSU cheerleader, to make the spectators at the Ville Platte Cotton Festival Air Force Reserve conscious . . . The 302d Air Rescue Sq. (Res.) Williams AFB, Ariz., commanded by Maj. Alvin J. Moser Jr., was recently awarded the MATS One-Year Accident Free Plaque for calendar year 1958. The squadron logged a total of 1,562 accident free hours during the period. Col. John S. Chennault, deputy commander, 4AF, Hamilton AFB Calif., presided at the ceremony.

THE FINEST PISTOL SHOT IN THE AIR FORCE Maj. William Shewmake, of the National Guard's 136th Air Defense Wing, Dallas, Texas, is now shooting for a much bigger target than the pin-point bullseyes to which he is accustomed. The major now has his sights set on ANG's adoption of an intensive small bore weapons training program for its Weekend Warriors. Major Shewmake, a Dallas detective, is also training for the coming (Feb. 15-19) second annual interservice pistol matches scheduled for Lackland AFB, Texas . . . SSgt Julio V. Ortiz of the 146th TFWg, Van Nuys ANG Base, Calif., recently took the citizenship oath after making application for American citizenship in 1954. The oath was administered by U. S. District Judge Leon Yankwich. Sgt. Ortiz hails originally from Guayaquil, Ecuador and has spent much of his spare time in furthering his education by completing ECI courses and attending evening classes at local schools.

Value of Extra Points

by Capt. Alfred J. Kana, AFRes

As a participating Reservist, you should be very concerned about those extra ten points. They serve two fundamental purposes: one in favor of the Air Force Reserve in meeting its objective to maintain a ready and alert force through additional training; and the other in favor of your own retirement.

Reservists who are not on active duty, and who contemplate earning only inactive duty points during a retirement year, should seriously consider the training and monetary value of those ten extra points each year. A year of "satisfactory" service is one in which at least 50 points are earned. A maximum of 60 points of inactive duty training a year may be credited toward retirement. At first examination, these additional ten points do not appear to be substantial, but they become so when studied in the light of additional training and pension benefits. You can earn them easily and quickly by attendance at non-compulsory training sessions for which point credit is given, or by enrollment in the Air Force Extension Course Institute.

What are the extra points worth? Let us assume for example that after completing the minimum of 20 years' satisfactory service, you decide to retire. The exact amount you will receive at age 60 will be examined and computed when your application for retirement under Title III, Public Law 810, 80th Congress, is received. Also let us assume the highest grade you held was E-9. The value of each point for all points accrued during your tenure of service is .02986, almost 3 cents a month. But if we also assume that you obtained those extra ten points each year for the last ten years, or 100 points, that amounts to an increase in your monthly pension of approximately \$3.00. Therefore, you have added about *thirty-six dollars* to your annual pension.

If you were a Colonel with 20 years of service, your monthly factor is .05972, or almost 6 cents per point earned. Suppose that you went all the way, earning

Capt. Kana, attached to the 9212th ARSq, NYC, is an Associate Professor of Statistics at Columbia U.

at least the ten extra points for twenty years, or 200 points. The increase in the monthly benefits would amount to \$11.94. Annually, this is \$143.28.

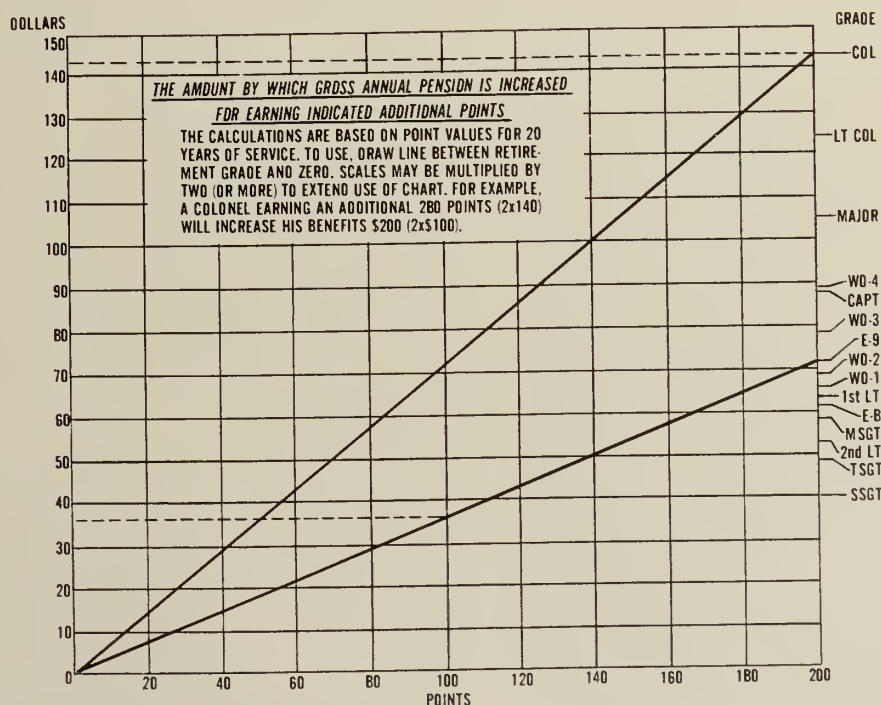
However, there are other significant hidden benefits. Increased training participation and interest over the years may earn promotion to a grade higher than you would normally hold upon retirement, thus placing you in a higher point value bracket. This increase in point value will then be spread not only over the additional points you earned, but over all of your points accrued.

For example, place yourself again in the E-9 illustration given above. You added about \$3.00 monthly to your income by earning those 100 extra points over ten years. The probability exists that you might have retired only with the grade of E-8 without that increased training interest and ability. As an E-8, let us say you accrued 3,000 points over 20 years, and you did not take the additional training. At a point value of .02570, it comes to \$77.10 monthly, or \$925.20 annually. But your increased training earned you not only an extra

Every Reservist knows that in a satisfactory year of training he must earn a minimum of 50 inactive duty points. Or if he is ambitious, he is allowed to earn a maximum of 60 points. Is there value in those ten extra points?

200 points (ten extra inactive duty points over 20 years), but also a promotion to the grade of E-9 before retirement. The new point value is .02986 spread over 3,200 points! This now provides you with monthly benefits of \$95.55, or \$1,146.60 annually, an increase of 24 per cent in pension benefits!

The accompanying table and chart have been prepared so that you can determine how your monthly and annual pension benefits can be increased by your decision to earn the extra ten points of inactive duty each year. The calculations are based upon the minimum of 20 years of service. For over 22, 26, and 30 years, the monthly and annual point factors are, of course, slightly higher for some grades. Remember to base your calculations with, and without, a promotion to a higher grade. Increased participation is not a guarantee of promotion, but does enhance your odds.



PEOPLE-TO-PEOPLE: President Eisenhower's "People-to-People" program is receiving support on a world-wide basis. USAF SAC-men at Nouasseur Air Base, Morocco, donated more than 100,000 pounds of food and supplies to the paralysis-stricken persons of Meknes. The supplies were gathered and dispatched to the stricken area within four days after receiving the request from the Moroccan Red Crescent, equivalent to the Red Cross.



CHECK YOUR WATCHES: If you have a Rolex GMT-Master wrist watch purchased between October 1956 and November 1959, you might have a personal atomic fall-out problem. The Atomic Energy Commission is trying to trace and recover approximately 600 of these watches, made by the Swiss firm, Montres Rolex, Geneva, because some of them have been found to harbor radioactive strontium-90. The suspect watches may be further identified by the name "Oyster Perpetual" on the face. The time pieces are a special navigation type which have movable rims, or bezels, around the faces or dials to permit the wearer to tell time in any two time zones at a given moment. Strontium-90 was discovered in the luminescent material on the markings and numerals of the bezel. Long-lived, strontium-90 is a "bone-seeker", identified as a cancer-causative agent and is suspect as a cause of leukemia. The company has asked its distributors to notify purchasers of the Rolex GMT-Master wrist watches in the U.S. or abroad to return them to its headquarters office, 580 Fifth Ave., N.Y., 36, N.Y. for inspection and modification as needed.

SWITCHBLADE KNIVES: The USAF Judge Advocate General said in a recent opinion that the 3-inch switchblade survival knife, issued to flight crew members, can be worn to or from the base provided the crew member is wearing his regular flight clothing. The decision came as the result of queries from SAC, TAC and ADC concerning the legality of wearing the knife off-base, since many civilian communities have outlawed the knives. In making the decision, Hq. USAF was guided by the fact that the survival knife is equipment essential to the air crewmen's job, however, it wants to forestall troublesome incidents. Base commanders have been advised to furnish crewmen with a small card authorizing carrying the knife and personnel are cautioned against wearing the knife in other than a military environment whenever possible. Unsheathing the knife in other than a military environment will subject the violator to military or civil penal action. If detained by civil authorities for carrying the knife, aircrew members are advised to keep calm, cooperate, and explain the situation. Persons apprehended under these circumstances are required to notify the nearest Provost Marshal.



ARMED FORCES DAY 1960: Mark Sunday May 21st on your calendar as the official Armed Forces Day for 1960. Appropriate observances authorized by the Secretary of Defense are slated for Armed Forces Week—May 14-22, 1960. The kick-off for the nationwide observances will begin with a major show in the Washington, D.C. area, May 14-15, at Andrews AFB, Md.



Pentagraphs

NATIONAL DEFENSE WEEK: The Air Force, Navy and Army will join in observing National Defense Week, the period falling between Lincoln's birthday, February 12, and Washington's birthday, February 22. Sponsored annually by the Reserve Officers Association, the "week" is set aside each year to underline the importance of national defense. Vice President Richard Nixon and Senator Stuart Symington (Mo.) have been invited to serve as co-chairmen of the 1960 observance.



GI INSURANCE NOTES: Dividends totaling \$234 million will be paid in 1960 to about 4,900,000 policyholders of National Service Life Insurance (NSLI). Some \$19.5 million will go to about 273,000 holders of U.S. Government Life Insurance, (USGLI), a World War I innovation. Payment of the dividend is automatic, VA says, cautioning that individual inquiry about dividend status tends to slow up payment. However, those who indicated previously that they wanted automatic dividend payment, but who have now decided to allow their dividends to "ride" as advanced payment on policy premiums, must make the change known in writing to VA insurance officials. Checks will be mailed as soon as possible after the 1960 anniversary date of the policy... Holders of GI Term Insurance policies with the letters "BS" before the policy number can convert these policies to any one of six Veterans Administration permanent plans, under recent amendment of the law. In addition, policies may be exchanged for lower-priced term insurance. Full details are available from any VA office.

RESERVE OFFICER RETIREMENT: This year, USAF begins an annual process of screening Reserve officers eligible for retirement to determine those who will be retained on active duty after 20 years of service. The first selection board for this purpose will be convened at the Pentagon in March. The action is being taken to insure a proper balance of needed skills and training in the Air Force. It will affect officers who have been on active duty for 20 years or more. More than 5,000 Reserve officers on active duty will be eligible to retire during fiscal year 1961. It is expected that approximately 1,000 will retire voluntarily and 1,700 will be retired between September 30, 1960 and February 1961 as a result of the new program. Officers not selected for retention will be notified approximately six months before their programmed retirement. An officer selected for retention will not be screened again for a period of three years, under present plans.



GUARD NOTES: NG Bulletin #48, 27 Nov 59, reminds many WWII vintage Guardsmen reaching 18 years of service creditable for pay purposes to elect options under Uniformed Services Contingency Option Act of 1953. Options must be elected prior to completion of 18 years service... NG Bulletin #50 says that monetary subsistence allowance was decreased last month from \$1.15 to \$1.10 for airmen authorized to receive separate rations allowance during field training. Reimbursement for meals provided by the government will be on the basis of 25 cents for breakfast, 45 cents for lunch, and 40 cents for supper.

"What is frequently referred to as the nation's space program . . . should more properly be termed the nation's space exploration program. It is a program consisting, in the terms of the law governing NASA's operations, of all activities designed to further the explorations of space. It is a program for which NASA is directly responsible. And it is a program which does not embrace the military uses of space."—John A. Johnson, General Counsel, National Aeronautics and Space Administration.

On Aerospace Force . . .

People who talk about the military aircraft becoming extinct literally do not know what they are talking about. What is an "aircraft?" How high up does "air" go? Where does it thin out into "space?" When is an aircraft both an aircraft and spacecraft?

It is almost certain that those who talk of "the demise of aircraft" are thinking of today's aircraft—the B-47s and others. The Air Force expects that eventually even the B-52, with its long-range Hound Dog missiles and strong electronic "shield" against enemy air defense missiles, will be replaced.

But the fact that today's aircraft will someday be obsolete does not mean that tomorrow's aircraft will be obsolete tomorrow.

The Air Force bases its selection of weapon systems on the functions for which it must provide forces. It tailors its weapons to the mission to be performed. Its assigned mission is to provide forces "to gain and maintain general air supremacy," and that can be done only with offensive and defensive aerospace weapons used at whatever altitude required—whether at 50,000 feet or 50,000 miles. State-of-the-art and enemy capabilities are key factors in our selection of weapon systems.

Today we rely on a combination of aircraft and missiles to perform our mission. We'll soon see this blend change to a force of carefully dovetailed systems that will include space systems along with aircraft and missiles. The current trend is a movement away from prime reliance on the piloted vehicle. But this trend will not remain constant.

One factor that is affecting this trend is another trend—that of all aerospace forces, both Free World and Communist World, toward use of mobile missile launchers, which in war must be sought out and destroyed. Piloted vehicles have certain advantages against fleeting targets that unmanned vehicles do not.

Some piloted aircraft of tomorrow will reach altitudes called "space-equivalent," as well as lower altitudes—travelling at altitudes from 10,000 feet to hundreds of miles above Earth. Some will be, in effect, "piloted, recoverable missiles." Many will carry air-launched ballistic missiles. Nuclear-powered aircraft, for example, will be able to roam for long periods of time over the land and oceans of the globe, in constant, two-way communication with the central strategic control headquarters, guarded against enemy missiles by electronic "mirage-making shields" and ready to strike any target with long-range missiles.

Virtually all Air Force combat craft today have been or are being fitted out as mobile missile launchers of one kind or another. Tomorrow's aircraft will be even more effective.

While the aircraft has ceased to be the ONLY aerospace weapon system, rad-



ically advanced versions of it will be with us as far into the future as any military aerospace expert can see.

Alongside the missile-carrying aircraft, the Air Force is carefully blending into the force ICBMs in growing numbers. And to this blend it will eventually be adding piloted spacecraft and other space systems.

This dovetailed force of aircraft, missiles and spacecraft, plus other "air" and "space" systems, and the men to plan, develop and operate all integrated systems, is called "the aerospace force." It is a mixture of weapon systems in a blend calculated to thwart an aggressor's chances of success via any or all avenues of attack through aerospace—the total expanse beyond the Earth's surface.

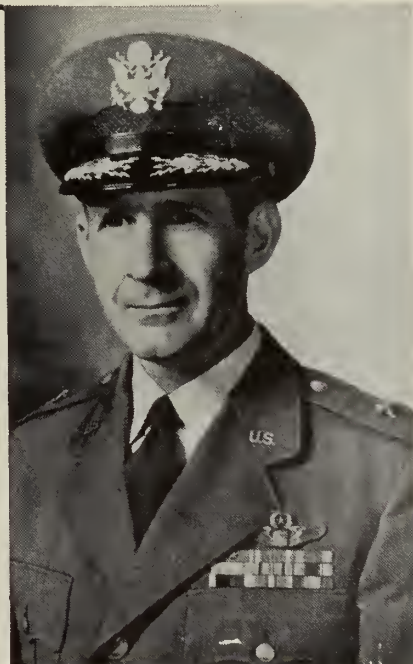
Composition of the blend is almost certain to fluctuate—with relative quantities of missiles, aircraft, and spacecraft changing as the art advances for each kind of vehicle and for related systems.

On Space Capability . . .

A military space capability must be developed and maintained as a matter of urgency for our national survival.

There are unique advantages to the use of space. Military space systems are not UN-peaceful. They can promote the cause of peace—and in many areas can do it more effectively than any other device. I think of military space systems as "burglar alarms" or the "policemen of space." They are not a threat to the peaceful world citizen anywhere. Further, I believe that military satellites and space weapons, at least for the foreseeable future, will primarily assist the defender, and will be of relatively little value to a would-be aggressor. This situation is indeed fortunate.

A military space capability second to none is mandatory to the future security of the United States. And I believe a vigorous military space program will, more than any other one endeavor, promote world peace. — Brig. Gen. H. A. Boushey, Asst. for Advanced Technology.





The scant 9-yard "Rodeo" miss by the 514 TCW team, Mitchel AFB, N.Y. set new record for the event. (top, l-r) Capt. Robert Reynolds, 1st Lt. Herb Ericson, Capt. Frank Strakosch; (bot. l-r) A/IC Cliff Shaver, SSgt Dave Weir and A/IC Don Foster.



Lt. Col. Tom E. Marchbanks, Jr., (l), ART commander of the 433d Troop Carrier Wing, Brooks AFB, San Antonio, Tex., and CMSgt C. G. Uriegas, ART Unit Supply Officer, look over the warrant making him first CMSgt in the San Antonio area.



Paratroopers of Army's 82d Airborne Div. prepare to board C-119 aircraft of the 452d TCW, Long Beach, Cal., during "Operation Sunburst I," a joint military exercise held Dec. 4-6 at El Centro, Cal. The following weekend the wing dropped 250 Army 101st Airborne Div. men during a similar exercise—California Eagle II—at Camp Irwin, Cal.



RESERVE CAMERA



THEY CARE—Air National Guard Unit Commanders, (l-r) Maj. Frederick W. Helterline, Maj. Harold D. Kleischka, Lt. Col. John H. Robischon, Lt. Col. Curtis J. Irwin, and Maj. J. J. Devona—all of 107th Tactical Fighter Group, Hancock Field, Syracuse, N.Y.—hand over their squadron's receipts to CARE's "Food for Peace" representative Mrs. M. J. Jones.

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THE AIR

Reservist

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MARCH 1960

NEW
LOOK FOR
THE
RESERVE
FORCES

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THE RESERVE MEDIC.....

page 8

"Quote..."

In the Air Force, we believe that actions speak louder than words. We pride ourselves on the fact that our Air National Guard and Air Force Reserve are in-being forces that are Ready NOW. In this aerospace age, when time to react is continually shrinking, it is necessary that our Reserve forces be able to respond immediately to Air Force needs. In readiness tests and in joint war exercises, our Guardsmen and Reservists have proved their capability to meet our requirements. Their proven capabilities give us a great advantage. In view of the vast commitments of the Air Force and increasing costs of weapon systems, it gets tough to make what money you have do for all the jobs that need to be done. We have been able to assign our Reserve forces certain roles formerly performed by the active Air Force. This is a positive gain and a real savings in money, without sacrificing our defense posture.

MAJ. GEN. ROBERT E. L. EATON,
Assistant Chief of Staff
for Reserve Forces, USAF

THE AIR Reservist

VOL. XII—NO. 3

AIR FORCE RESERVE AIR NATIONAL GUARD
CIVIL AIR PATROL



MARCH 1960

Lt. Gen. William E. Hall
Commander, Continental Air Command

Col. Richard P. Haney
Chief, Office of Information, CONAC

EDITOR
Fred E. Giachino

ASSOCIATE EDITOR **STAFF WRITER**
Earl E. Lane TSgt William J. Turner

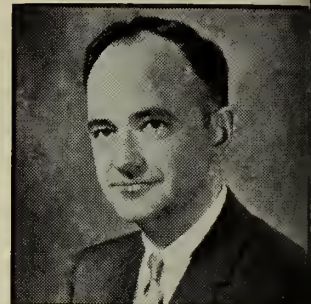
The Air Reservist is an official publication of Continental Air Command approved by the Secretary of the Air Force, in accordance with Public Law 476, Section 259, 82nd Congress. This law directs the dissemination of complete and up-to-date information of interest to the Air Reserve Forces.

Editorial Office: The AIR RESERVIST
OI, CONAC, Mitchel AFB, NY

The Material contained in The Air Reservist is listed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by the Secretary of the Air Force and the Director of the Bureau of the Budget 23 July 1958.

... PEOPLE



DR. JOSEPH V. CHARYK was named in January by President Eisenhower as the new Under Secretary of the Air Force, to take the place of Mr. Dudley C. Sharp, who currently is serving as Secretary of the Air Force. Formerly Assistant Secretary of the Air Force for Research and Development, Dr. Charyk received Senate confirmation of the nomination later in the month. The new Under Secretary possesses an extensive educational background, having earned a BS degree in engineering physics from the University of Alberta, a master of science in aeronautics from California Institute of Technology, and a Ph.D. magna cum laude with a major in aeronautics and a minor in physics and mathematics while serving as an Instructor in Aeronautics at CIT. He entered government service in January, 1959, to accept the position of Chief Scientist of USAF, and was nominated Assistant Secretary of the Air Force for Research and Development in June, 1959.

BRIG. GEN. JOE C. MOFFITT, commander of the 140th Air Defense Wing, Buckley Field, Denver, Colorado, was named *man of the year* recently by the Aurora, Colorado Chamber of Commerce. This is the first time that this award has been bestowed on a commander of a military installation in the Aurora area. During 1959, General Moffitt aided in a number of fund raising activities in Aurora. The citation stated, "General Moffitt is always willing to help in community activities and is readily available to give personally his efforts towards this end." General Moffitt also was chosen *man of the year* in 1958 by the Leyden-Chiles-Wickersham Post of the American Legion, located in Denver, Colorado.



COL. BLAKE C. MILLER, commander of the 2483d Air Reserve Training Wing, Scott AFB, Illinois, and former information chief of CONAC, practices what he preaches. An advocate of a strong Air Force Reserve information program while at CONAC, he now is taking a personal hand at the "grass roots" level to prove his point. Colonel Miller keeps in close touch with his center commanders on the theory that an aggressive publicity and recruiting program is directly related to the over-all efficiency of a unit. One such organization, the 2483d ARResC, Little Rock, Arkansas, advocates his ideas and has been the top rated 10AF unit for most of the fiscal year. It also placed second in the 1959 CONAC Class I newspaper contest. On a recent visit to Little Rock, Colonel Miller was advised by Governor Orval E. Faubus, an Army Reservist, that "if he wanted to get results he had to make calls." To help him in his mission, he appointed Colonel Miller an "Arkansas Traveler."



BOSS' DAY

Switching their teaching roles, A/2C Bobby Cravens shows his "boss," Ernest Luce, assistant professor at University of Houston the workings of an F-86L. The event was a "Bring Your Boss" day held by ANG's 136th Air Defense Wing, Dallas, Texas, at Ellington AFB. The program was aimed at acquainting the employers of Air Guardsmen with the Air Reserve Forces' missions. The 106 executives attending saw a live "scramble," a base tour and finally a group in formation.

... POLICY

RESERVE OFFICERS who held Army of the United States commissions during World War II and incurred a break in service because they did not accept a Reserve commission until after July 1, 1948 may benefit from the provisions of Public Law 86-197, enacted on August 25, 1959. Among other things, the law validated *certain* temporary appointments in the AUS and included a savings provision for election under the Uniformed Services Contingency Option Act.

In 1955, the Comptroller General held that all appointments in the Army of the United States terminated on July 1, 1948, the date on which authority to make such appointments was repealed. The Army held that only new appointments would be affected by the repeal and that those made prior to that date remained valid until April 1, 1953. (The latter being the date by which 5-year term appointments had to be converted to indefinite appointments in order to be valid.)

The effect of the Comptroller General's ruling was that officers who held temporary AUS appointments and who did not also hold an appointment in a Reserve component could not be credited for purposes of basic pay or retirement eligibility during the period July 1, 1948 to April 1, 1953. Section 2 of the new law provides that temporary appointments in the AUS that were not terminated earlier by administrative action or some other provision of law will be considered to have continued in effect through March 31, 1953. It should be emphasized that this validation does not operate to create any additional benefits which the individual could not have received had his commission not been held to have terminated by the Comptroller's ruling.

Section 4 of the new law is a savings provision for election under the Uniformed Services Contingency Option Act. It provides that any person who, on the effective date of the law, August 25, 1959, would not have completed 18 years of service for which he is entitled to credit in the computation of his basic pay under the laws in effect prior to enactment of this Act, and who, as a result of validation of AUS appointments is credited with more than 17 years of such service, shall be allowed 12 months from the date of enactment of the Act, to make an election under the Contingency Option Act.

SECOND ANNUAL POSTAL MATCHES, the Air Force Reserve's small arms marksmanship competition, is open to some 62,000 *Ready* Reservists. The finals will be held at Lackland AFB, Texas. Complete instructions and targets for pistol, small bore rifle, and high power rifle courses will be distributed to all units in the field on or about March 15. *Ready* Reservists desiring to participate may obtain targets and ammunition from their units of assignment, and complete the prescribed courses at the nearest target range—civilian or military. After certification by a qualified military range officer, the targets are to be returned by mail to Hq CONAC for checking and scoring by a board of officers.

The use of personal weapons is encouraged, and those marksmen with the top 15 scores in pistol, the top 10 in the high power, and the five best in the small bore postal events will become eligible to participate in the all-Air Force matches at Lackland. Outstanding Reservist contestants will be selected to represent the Air Force Reserve at the 1960 National Rifle Association Matches to be held at Camp Perry, Ohio, in August.

... PLANS

SIXTY-FIVE TOP NAVIGATORS of the Air Force Reserve will augment crews of the Military Air Transport Service during the large scale *Big Slam/Puerto Pine* exercises to be staged in the Ramey AFB-Roosevelt Roads NAS area this month (March 14-28). The Reservists will come from CONAC's Tenth and Fourteenth Air Forces and will perform their annual two-week tours of active duty during the Puerto Rican maneuvers.

TWO OF CONAC'S TROOP CARRIER WINGS are scheduled for moves during fiscal year 1961 which begins July 1, 1960. The first move will be made by the 435th TCW, from its present Miami, Fla., location to the Homestead AFB, also Fla. The months of July and August have been slated for completion of the transition. The other unit programmed for a transfer is the 452d TCW, currently at Long Beach, Calif. The 452d will be moving to March AFB, Calif., sometime during October of this year. As yet no target date for completion of this move has been decided upon.

New ~~OUTLOOK~~: For The Air

By *Lewis S. Thompson, Special Assistant*

The Secretary of the Air Force has given the "green light" to a new plan for the utilization and management of the Air Reserve Forces. This plan is presently scheduled for implementation in the immediate future. Its concept envisions an entirely new spectrum of "residual support" and "recovery" missions and promises an enlarged dynamic role for the Air Reserve Forces in carrying out the Air Force mission.

WHY WAS THE NEW PLAN NECESSARY?

The Air Force wants to strengthen its deterrent posture, and it logically places extreme importance on an effective Reserve attuned to the realities of current strategic planning.

This is the significant factor which motivated the reshuffling of the Air Reserve Forces program. In essence, we have directed our efforts toward increasing the quality, flexibility and effective response of these forces in times of peace and in war. We believe that the new look will give the Air Force a better Reserve—one that is modern, vital, and fully adapted to present day needs. The post attack recovery mission alone will provide a specific and vital requirement so necessary to current Air Force war planning. It further stresses the degree of integration the active establishment is programming for its Air Reserve Forces. Reservists will gain from the new approach that will be better suited to their training. The principal change is in the individual program. By effecting these changes, we are looking forward to greater management of the Reserve organizations by the Reservists themselves; increased combat capability; and the performance of those peace time functions which are within the capabilities of the Reserves. This may result in manpower and dollar savings to the Air Force and enhance the peacetime training mission of the Reserves.

Our experts in every field throughout the Air Force, the Reserve Forces Review Group (Smith Board), the Air Staff, and the Air Force Council reviewed all aspects of the Reserve program—present and future—and came up with an overall concept for utilization of the Air Reserve Forces, including a force structure for the foreseeable future, and a realistic management plan for the Reserve Forces.



LEWIS S. THOMPSON, the author of this article written expressly for *The Air Reservist*, first announced the new Air Reserve Forces' plan at last month's mid-winter meeting of the Reserve Officers' Association in Washington, D.C. Since March 9, 1959 Mr. Thompson has been special assistant to the Secretary of the Air Force for Manpower Personnel and Reserve Forces. He has served on the staff of the Secretary of the Air Force since January 11, 1954, as Deputy for Military Assistance Programs. He has held many important posts both in civilian industry and in various agencies of the Federal government.

HOW WILL THIS BE ACCOMPLISHED?

The plan recently approved by the Secretary of the Air Force features many changes. Its salient points include:

- The gaining commands will assume the responsibility for the inspection of training of the Reserve units, both Air National Guard and Air Force Reserve, which constitute a part of their war time forces.
- The current program for training individuals will be revised. In this connection, a far greater effort will be made in the use of the Reservists in the management of this program.
- The Office of the Assistant Chief of Staff for Reserve Forces will continue to be the Air Staff point of contact with the Reserve Forces.
- New roles and missions will be found for the Reserve Forces.
- CONAC's functions will be revised in keeping with its responsibilities.

The assignment of inspection and training responsibility to the gaining commands will bring about a closer relationship between Reserve training and wartime missions. The gaining commands will inspect their own Reservists—both Air National Guard and Air Force Reserve, evaluate their training, and revise that training so that it meets the needs of the particular command.

CONAC will continue to provide administrative, budget, and logistic support for the Air Force Reserve. It will be responsible for recruiting, processing, and assigning Air Force Reserve personnel. Under CONAC's new setup, the Air Reserve Records Center, located at Denver, Colorado, will be retained with no change in mission, and the three numbered air forces will be replaced with six air divisions whose areas will approximate the six Army field forces.

In the reorientation of the training program for individuals, as many Reservists as required will be organized into recovery and support units. By organizing into units, these Reservists will be readily available for use by the active forces in an emergency, will be better organized and trained and will serve a vital need in the event of general war. And, at the same time may provide important peacetime functions which are within their capabilities.

We are actively studying location, composition and detail missions of the recovery units. They are expected to provide support by way of food services, shelter and housing, clothing, decontamination, and petroleum, oil and lubrication services to existing inactive flying strips which do not presently have these services. More specifically, they will be involved in bomb damage repair, mobile communications, storage of war readiness material and operation of emergency recovery airfields for TAC and SAC aircraft in the event their home bases are "atomized."

The recovery requirement spotlights the fulfillment of an imperative role for Reservists in case this nation is attacked. A side benefit—but a very real one—will be the increased attractiveness of Reserve participation because of identification with units and vital missions.

CONAC will continue to provide training for Reservists

Reserve Forces

(Manpower, Personnel and Reserve Forces)

who cannot be fitted into units but who are needed to fill war plan requirements of the Air Force. The need for a single point of contact on Reserve Forces matters at Air Staff level is apparent when you examine the new management structure. The Assistant Chief of Staff for Reserve Forces will continue to be this point of contact. He is responsible for maintaining a consistent Reserve Forces policy throughout the Air Force. His office will have the muscle and authority to do the job as it should be done.

The Assistant Chief of Staff for Reserve Forces will be the go-between among the major commands and the Air Staff on all matters pertaining to the Air Reserve Forces.

In our efforts to assure the most effective utilization of Air Reserve Forces capabilities, particular attention will be paid to the performance of peacetime functions. The Air Force Reserve's *Swiftlift* and the Air National Guard's air defense augmentation are excellent examples of peacetime functions which are within the capability of the Reserve Forces, which are compatible with their training for wartime missions, and which result in manpower and dollar savings to the Air Force. We envision the day to day participation by the recovery and support units in the manning of our Air Force facilities to the extent practicable and consistent with the training of the Reserves. We are constantly on the lookout for additional ways in which the Reserve Forces can assist the Air Force in its peacetime role.

This, then, is the "new look" for the Air Reserve Forces:

- Reservists will have a far greater say in the management of the Air Force Reserve.
- Training will be more responsive to the needs of gaining commands.
- New missions—particularly in post-attack recovery roles—will increase the value of the Reserve Forces to the Air Force.
- A reorganized CONAC will be responsible for administrative, logistic, and budgetary support of the Air Force Reserve.
- CONAC will be responsible for organizing units to aid the Air Force post-attack recovery responsibility throughout the U.S.
- Consistent Air Reserve Forces policy will be assured by the continuation of the Office of the Assistant Chief of Staff for Reserve Forces as the Air Staff point of contact.

This realignment of the Reserve organization will enable us to better utilize the capabilities of the Air Reserve Forces. The Reserve must be developed to keep pace with changing concepts and patterns of war, as well as with advances in weapons. Whatever impact new weapons and new strategies have upon our active force also must be recognized as applying to the Air Reserve Forces.

We are fully aware that increasing technology, changing weapons, and transition from manned aircraft to missile, etc., preclude the announcement that this plan is the ultimate as far as roles and missions of the Reserves are concerned. We must continue to re-evaluate roles and missions

see NEW LOOK page 6

QUIZZING THE AUTHOR

- Q. Mr. Thompson, how does the new Air Reserve Forces Plan differ from the old concept?
- A. The old plan gave CONAC the field responsibilities of the Chief of Staff of the Air Force concerning the Air National Guard and for complete command of the Air Force Reserve including administration, budget, support and training. Under the new plan, supervision of training and inspection of the Air National Guard and the flying units of the Air Force Reserve will go to the major Air Force commands to which they will be assigned on M-Day. The remaining functions concerning the Air National Guard will continue to be administered in accordance with the law through the National Guard Bureau and the separate States. Command, budgeting, logistic support and administration of the flying units of the Air Force Reserve will remain with CONAC.
- Q. What are the provisions for continued training of Reservists who happen to be located in areas distant from either centers or components of major commands?
- A. There are two—first, short tours and second, Extension Course Institute provides correspondence courses which will allow them to maintain their Reserve status. Generally, however, these individuals will not be Ready Reservists but will be in the Standby category and will continue to take the correspondence courses.
- Q. What will happen to the CONAC bases?
- A. For the most part they will be transferred to other commands and the Reserve function will remain on these bases as tenants.
- Q. How will the Air Divisions function?
- A. They will be field extensions of Hq CONAC replacing the numbered air forces and administering to the Air Force Reserve within their geographical areas.
- Q. You say that Reservists will have a larger share in management. Would you explain how this will be done?
- A. The management functions at squadron and group level will be entirely by Reservists. At higher echelons, management functions will be split between active duty personnel and inactive duty Reservists.
- Q. How many Reservists are to become involved in this new post attack recovery concept, and by whom will they be supervised?
- A. Roughly, twenty to thirty thousand Ready Reservists. This post strike group will be administered, trained and inspected by CONAC.
- Q. Does the Air Force have a real need for such support?
- A. Yes. A very great factor in our deterrent posture is our ability to bounce back from a nuclear attack. The Reserve Forces are in a position to provide support which cannot be maintained by the active Air Force.
- Q. How will the 82 Air Reserve Centers be affected by the new plan? Under whom will they come, if continued? Will they still be called by this name?
- A. They will not be affected but will continue to train as in the past. They will be called Air Reserve Centers and will still be under CONAC.
- Q. These flying units are going to receive command supervision from one command and training supervision from another. With this split responsibility, how are you going to insure proper control?
- A. This system has existed for many years in the supervision of the Air National Guard and has functioned very well. There is every reason to suppose that they will function equally well in the Air Force Reserve.

... MISCELLANY

THE AIR GUARD'S FLYING SAFETY RECORD for 1959 was by far the best in its history. Its major accident rate dropped to 14.3 per 100,000 flying hours in 1959. In comparison, the 1958 rate was 22.41. Flying a higher percentage of jet aircraft than the Regular Air Force, the Air National Guard topped the Regular's 1958 record in all comparable jet types except the F-89. One accident with an SA-16 *Albatross* gave the Guard a higher rate for that aircraft because of the smaller number of hours it was flown.

There are 92 aircraft squadrons in the Air National Guard—at least one in each state, plus Puerto Rico and the District of Columbia. They fly a total of more than 2,000 combat and combat-support aircraft, of which 90-percent are jets.

Factors cited by the National Guard accidents include:

- More frequent flying by Air Guard pilots, made possible by the continued authorization for 36 extra flying periods during the year.
- More thorough supervision exercised by Air Guard commanders at all levels of command, resulting in increased proficiency of pilots and maintenance crews.
- Airfield improvements, including installation of runway arresting barriers and extension of overrun areas at many Air Guard bases.
- Contributions by flight safety survey teams made available to the Air Guard by the Air Force, together with an annual flying safety conference for Air Guard commanders and flying safety supervisors conducted by the National Guard Bureau with assistance of major air commands.
- A jet instrument school operated by the Air National Guard at Ellington AFB, Texas, providing specialized and refresher instrument training for about 400 pilots a year.

As one sidelight of this improved record, the National Guard Bureau reports that fully a third of its flying squadrons reported no major accidents in 1959.

GUIDED MISSILE INSIGNIA are coming under more "guidance control" in the future. Upcoming AFR 35-5 says that from now on qualification for the badge requires six months satisfactory duty on the job, instead of the previous three-month requirement. Reason behind the tightening is that USAF wants the insignia to mean something to the wearer—to provide a measure of prestige to the man who mans the missiles. Eligible officers and airmen will have to be assigned to a guided missile unit and have an appropriate AFSC. The wearing of the badge will also be authorized for those who are connected in a direct and distinctive manner with the command, maintenance, operation or guidance of the missile or its related ground support.

■ NEW LOOK from page 5

of the Air Reserve Forces along with the roles and missions of the active establishment.

In summation, our purpose is quite clearly expressed in the words of Secretary Sharp: "In the cold war environment in which we find ourselves today, the Air Force must rely on all its operational and support units, the part-time as well as the full-time components. The traditional 'back-up' philosophy that once applied to Air Guard and Reserve forces no longer holds true. There is no 'second team' in the Air Force. Active units, Guardsmen, and Reservists jointly form one first-string deterrent force now. And if war is forced upon us, all immediately become one combat team."



coming
events

MARCH

Air Force Association Policy Councils (AFRes/ANG)
Washington, D. C., March 4-5.
Big Slam/Puerto Pine, Ramey AFB—Roosevelt Roads NAS
March, 14-28.
War College Reserve Orientation Course, Maxwell AFB
Ala., March 28.

APRIL

Air Reserve Forces Policy Committee Meeting, Pentagon
April 2-5 (30th meeting).
ANG Commanders Conference, Ellington AFB, Tex.
April 17-20.
Seventh Annual Conference of the Armed Forces Management Association, Atlanta, Ga., April 19-21.

MAY

Aviation Writers Association News Conference, Los Angeles
Calif., May 2-6.
Armed Forces Week, May 14-22.
Fourth Annual Reserve Navigation Competition, Ellington
AFB, Texas, May 22-29.

TOPPING ALL OTHER TROOP CARRIER WINGS

for the first six months of 1959, the Air Force Reserve's 512th TCW, NAS Willow Grove, Pa., recently received USAF's Flying Safety Award as a result of having flown nearly 5,000 accident-free hours. Presentation of the plaque was made by Maj. Gen. Chester E. McCarty, commander 14AF, to Brig. Gen. John S. Bagby, the Wing's commander at a ceremony held in January at the U. S. Naval Air Station Willow Grove, home of the 512th TCW.

Although the plaque is a tribute to the 512th's flight safety record for the first half of 1959, its pilots have gone without an aerial mishap ever since they began flying the C-119 *Flying Boxcar* aircraft 21½ years ago in the spring of 1957. In addition to their normal weekend flights and those flown during the 15-day summer encampments, the pilots of the 512th TCW have engaged in special mission flights such as the *Dark Cloud/Pine Cone II* series which includes the dropping of thousands of Army paratroops and tons of equipment.

"TWO HATS," a 28-minute color film produced 'on the spot' during the 1959 *Dark Cloud/Pine Cone II* exercises in North Carolina, is the latest piece of motivational film material pertaining to the potential of the Air Force Reserve. The film is narrated by Walter Cronkite and centers around the employment of Air Force Reservists in detecting and deterring the efforts of an imaginary hostile invasion force of "brush-fire" size.

Some 160 copies of the film are slated for distribution to Air Reserve Centers, Flying Wings, major commands, and the Adjutants General of each state. Requests for the film should be directed to the Air Force Film Library Service, 8900 South Broadway, St. Louis 25, Missouri. The number and title of the film (SFP 633, "Two Hats") must be included with this request.



How does the Reservist benefit from the two-week annual tour

of active duty? Does it affect his pocketbook and vacation time? Here are five answers to the question—each dependent upon the attitude of his boss toward military leave.

Of all the requirements for participation in the Reserve program, the annual two-week tours of active duty probably bring the most diversified forms of reward to members of the Air Reserve Forces. While Reservists on pay status can receive only one check for attending scheduled meetings, those who make annual tours may obtain payment from more than one source for the two weeks in uniform.

First, of course, is military pay itself, which covers in general, but with certain exceptions, all allowances to which the Reservist would be entitled were he in the regular establishment. In addition, the time spent on a short tour counts toward Social Security coverage, and every two-week tour meets part of the requirements necessary to be fully protected under Social Security.

For instance, 40 quarters of employment are required as the minimum for a fully insured status under Social Security. To acquire one quarter of time under Social Security, the minimum period of employment necessary is two weeks of work every three months. The Reservist's two-week annual active duty tour could fulfill a credit of one quarter of coverage.

Besides military pay and protection under Social Security, many Reservists also receive pay checks from their place of civilian employment. Practices for payment of Reservists on their two-week tours vary from employer to employer, but one of five types of military leave generally is granted:

- Military leave is given with pay for the two weeks, in addition to a regular paid vacation.
- Leave is given with pay for one of the

MSgt Levenson, a Research Assistant at U. of Connecticut is with 9238th ARSq Willimantic, Conn.

TWO-WEEK

TOURS

by MSgt Rosalene
Levenson, AFRes

two weeks while the second week is taken without pay, besides paid vacation.

- Leave is given besides a paid vacation, with the employer making up the difference between the Reservist's military compensation and his regular salary, should the latter exceed the former.

- Leave is given but without pay, besides paid vacation.

- Leave must be taken as part of the Reservist's paid vacation.

Reservists who work for the federal government generally receive the most liberal allowances for their two-week tours. The federal government grants 15 days military leave with pay, besides the regular vacation leave. Should a Reservist be eligible to attend a military school in the same fiscal year as his two-week short tour, he may take the latter during his military leave, then use his vacation time, or annual leave as it is called in the federal government, to attend the military school. Thus, he may receive military and civilian pay at the same time while performing military duties.

The practice of most state governments is to permit Reservists time off for military leave, besides giving them a paid vacation, and meeting the difference between the Reservist's military and state salary. The state of Connecticut, for example, has written such provisions into its statute books and enacted similar legislation for all of its 169 towns and cities. This legislation permits state and municipal officers or employees in the Reserve Forces to be absent from their duties while engaged in training for a period not exceeding 30 days in any calendar year.

Private industries have the most diverse practices in regard to military leave, but generally the large companies will permit leave, besides paid vacation, and will make up the difference between the Reservist's military and regular salary. Occasionally, private companies may require military leave to be taken as part of the Reservist's vacation period.

Should the Reservist be recalled to active duty, his job is protected for him in most cases. Section 2 (i) of the Reserve Forces Act of 1955 added section 262(f) to the Armed Forces Reserve Act of 1952, as amended, stating that any person completing active duty shall be entitled to reemployment upon application within 60 days after release.

Thus, military leave, with or without civilian pay, has become an important part of a Reservist employee's benefits.



FOCAL POINT: *The Reserve Medical*

No area of personal endeavor has experienced greater demand than medical services. Critical shortages of doctors, dentists, nurses and medical technicians have plagued the Air Force since the ending of World War II. In view of this situation it would appear reasonable to assume that comparable problems should exist when manning medical units in the Air Reserve Forces. The truth of the matter is that the Air Reserve Forces have been building a successful program—a program that is demonstrating direct benefit to the Regular Air Force.

No one can say whether or not we will ever become involved in another all-out war. One school of thought holds that the *limited war* will decide the events of the future. Hind-sight will prove or disprove this conclusion, but in the meanwhile we must rely on past experience to guide us. Lessons from the past indicate that we cannot afford to gamble.

Our conception of all-out war is based on *retaliation* and post-war attack *recovery*, while a limited war offers *flexibility* as the dominating factor. In the missile age *retaliation* is almost an accepted fact, but what about *recovery* and *flexibility*? Of the latter, the Air Reserve Forces have been adding strength to our military posture through troop carrier and tactical fighter capabilities. This leaves *recovery* for further consideration.

Only recently Air Force planners have developed a whole new spectrum of so-called *residual support* and postwar attack *recovery* missions for possible assignment to the Air Reserve Forces. These include bomb damage repair, mobile communications, storage of war readiness material, operation of emergency recovery air fields, and many others.

HOSPITAL SPECIALISTS

Physician	Medical Equipment Repairman
Medical Administrative	Electrician
Dentist	Plumber
Nurse	Refrig. & A/C Specialist
Flight Nurse	Fabric, Leather, Rubber Worker
Chaplain	Vehicle Operator
Pharmacy	Supply Specialist
Psychologist	Chaplain Assistant
Veterinarian	Postal Specialist
Optometry	Administrative Clerk
Dietitian	Stenographer
Occupational Therapist	Information Specialist
Physical Therapist	Personnel Specialist
Laboratory	Medical Career Field
Installations Engineer	Food Service Field
Woodworker	Accounting & Finance Specialist
Auto Repairman	

As if anticipating this new concept, the Air Reserve Forces for some time have been developing one phase of postwar attack *recovery*—Medical Services—a fortunate coincidence which also lends itself to the *flexibility* requirement. The Air Force Reserve has 45 medical units, while the Air National Guard has 56. These medical units vary as to purpose since many of them are concerned mostly with serving parent units such as Reserve troop carrier wings and Air National Guard tactical units. Others are concerned with aeromedical evacuation, casualty staging and general hospital services.

Tactical hospitals with the Reserve and Air Guard are self-sufficient units with a 36-bed dispensary type operation. They are air transportable and can move with the unit.

Under combat or disaster conditions a prime mission would be the evacuation of wounded and injured personnel from the scene and transporting them to an area of safety where they could receive proper treatment. Only limited aid and emergency treatment could be given in the combat zone and it would be necessary to evacuate personnel in an orderly and priority fashion.

Casualty staging units would handle this function both in the combat zone and the zone of the interior. They would provide enroute medical treatment only, since the main concern is to transport patients as rapidly as possible. Aeromedical evacuation units would pick up the wounded and fly them to the zone of the interior where a second casualty staging unit would channel them to appropriate USAF hospitals. Upon return to the battle zone, the same aircraft would haul combat cargo.

The Air Force Reserve would provide the casualty staging units consisting of two 1,000-bed, five 500-bed, and three 250-bed facilities placed in both zones. Aeromedical units from the Reserve and Air Guard would provide airlift between casualty staging units. The Reserve has ten of these units, while the Air Guard has a group and five squadrons.

In the zone of interior patients would be received at USAF hospitals. Ten of these would be Reserve hospitals at sites scattered strategically throughout the country. These would consist of four 1,000-bed, two 500-bed, and four 250-bed hospitals. They would be capable of providing complete medical services and upon mobilization would be placed as needed in industrial facilities, hotels, schools, or any place capable of accommodating them.

With this arrangement of Air Reserve Forces' medical units, both the *recovery* and *flexibility* capabilities may be assisted regardless of the situation. Of even more immediate importance is the capability of aeromedical evacuation in the event of civil disaster. The Air Force Reserve's aeromedical units are presently placed in the vicinity of troop carrier squadrons for two good reasons. First, should an emergency arise—either military or civilian—the aeromedical unit and troop carrier squadron could conceivably be moved into action within a relatively short period of time. Secondly, aeromedical squadrons train with troop carrier aircraft on off-weekends. Flying is not necessary to perform this training, and permits on and off loading

practice without interference to either unit.

As in all Air Force Reserve units, training weekends often present problems to medical personnel. Achieving operational readiness is a matter of obtaining personnel and training them in their various specialties. Once this is achieved it becomes a matter of repetition which can dull the most enthusiastic sensibilities. As a result many of the units incorporate additional duties into their weekend training which provide benefits of unit proficiency and monetary savings to the Regular Air Force.

For example, the 33d Casualty Staging Unit, Newark, New Jersey, spends Saturday of each training weekend by operating the dispensary at McGuire AFB, N. J. Approximately 30 members of the 33d perform this duty and relieve the hard-pressed active duty medical corpsmen for a well-earned day off.

The 628th USAF Hospital (Reserve), Baltimore, Maryland, has worked out a unique arrangement with several civilian hospitals in that city. Doctors from the unit spend one day of each weekend training session working with these hospitals. They often work in the emergency room, which over a weekend receives as many as 100 patients—a high percentage of them are accident cases.

The 635th USAF Hospital (Reserve) in New York City operates a dispensary-type medical facility at the 2610th Air Reserve Center. This unit has a whole floor for its operation and utilizes its time giving physical examinations to Reservists and members of the Center. This results in a savings for the Air Reserve Center which would be required to contract for civilian professional services. Many other Reserve hospital units are providing similar services to the Reserve Center at which they are located.

The 622d USAF Hospital (Reserve), Fort Worth, Texas, spends its training weekends working at the hospital at Carswell Air Force Base. Again, a Reserve unit fills an important gap in the Regular Air Force at no additional cost.

In addition, all of the Reserve hospitals spend their summer tour at active duty USAF hospitals. This procedure often makes medical specialty skills available to the host hospital that they would not otherwise have. It is mutually beneficial to both the Reserve and active medical units.

Attesting to the operational readiness of Reserve medical units is the fact that the forthcoming Operation *Brightstar/Pinecone III*, to be held this August in the Fort Bragg, North Carolina area, will include the 51st Casualty Staging Group, Philadelphia, Pa.; the 32d Casualty Staging Unit, Ellington AFB, Texas; and the 7th Aeromedical Evacuation Group, Pittsburgh, Pa. The Army-sponsored Operation *Logex 60*, to be held in May at Fort Lee, Virginia, will utilize fourteen Reserve Medical Service Corps officers from Air Evacuation or Casualty Staging Units as air evacuation liaison officers.

Manning medical units in the Air Reserve Forces with qualified personnel always poses a problem, but not one which time and a good recruiting program cannot overcome. In less than four years, the 133d Dispensary (133d Air Defense Wing ANG), Minneapolis-St. Paul, Minnesota, went from 50-percent to 85-percent operationally ready. Nearly all key men are in slots directly related to their civilian occupations, and all officers are practicing doctors or nurses.

How did they get these people? Geography played a part. Medical personnel abound in that area of the Gopher State. The giant Veterans Administration Hospital is only five minutes' drive from the 133d, with the University of Minnesota hospitals and medical school another 15 minutes away. To the southeast of the Twin Cities is the world-famed Mayo Clinic in Rochester. People were contacted and the Air Guard medical program just sold itself—but only because it is a well organized and enthusiastic unit.

This seems to be the attitude throughout the Medical Services program of the Air Reserve Forces. Doctors, dentists, nurses and a score of other specialists are grouping together to form a hard core of skills capable of giving valuable service when and where needed.

USAF HOSPITALS

616th—Long Beach, California
619th—Boston, Massachusetts
620th—Tampa, Florida
622d—Fort Worth, Texas
625th—Indianapolis, Indiana
628th—Baltimore, Maryland
631st—San Francisco, California
635th—New York, New York
637th—New Orleans, Louisiana
640th—Park Ridge, Illinois

AEROMEDICAL EVACUATION UNITS

3d—Sacramento, California (Gp)
4th—Detroit, Michigan (Gp)
(Det #1) Minneapolis, Minnesota
7th—Coraopolis, Pennsylvania (Gp)
34th—San Antonio, Texas (Sq)
37th—Miami, Florida (Sq)
40th—Vancouver, Washington (Sq)
45th—Kansas City, Missouri (Sq)
46th—Decatur, Illinois (Sq)
47th—Minneapolis, Minnesota (Sq)

CASUALTY STAGING UNITS

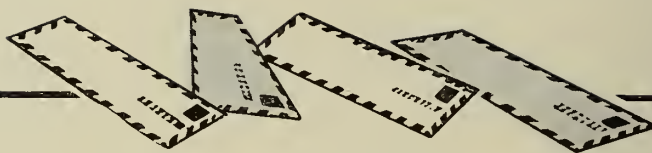
31st—Denver, Colorado
32d—Ellington AFB, Texas
33d—Newark, New Jersey
38th—Shreveport, Louisiana
39th—Seattle, Washington
41st—Phoenix, Arizona
42d—San Diego, California
44th—San Jose, California
51st—Philadelphia, Pennsylvania
52d—St. Louis, Missouri

TACTICAL HOSPITALS

(Located with corresponding troop carrier wing)

94th—L. G. Hanscom Field, Massachusetts
302d—Clinton County AFB, Ohio
403d—Selfridge AFB, Michigan
349th—Hamilton AFB, California
433d—Kelly AFB, Texas
434th—Bakalar AFB, Indiana
435th—Miami, Florida
440th—Milwaukee, Wisconsin
442d—Richards-Gebaur AFB, Missouri
445th—Memphis, Tennessee
446th—Ellington AFB, Texas
452d—Long Beach, California
459th—Andrews AFB, Maryland
512th—Willow Grove, Pennsylvania
514th—Mitchel AFB, New York

AIR MAIL



Q. I am a Reservist who will be making a tour of Europe this summer. Since I am assigned to Headquarters CONAC (NARS), am I required to have CONAC's permission?

A. In compliance with Air Force Regulation 45-12, membership in the Air Force Reserve does not restrict travel or residence abroad. You will, prior to departure, write to this headquarters giving the date of departure, foreign address, duration of absence, and purpose of travel or residence abroad. Upon your return, you will report fact and date of return, stating your permanent home address. Reservists traveling or residing in a foreign country, if residence is to be over ninety days, will report their address by letter or in person to the nearest United States air attache. If you were assigned to a unit, you would give the above information to the commander of your unit of assignment.

Q. Inasmuch as I will complete my eight-year obligation next month, is there any action I should take to get my orders and honorable discharge certificate?

A. No action on your part is necessary. Honorable discharge because of completion of obligation under the Universal Military Training and Service Act is automatic, and your orders and discharge certificate will be forthcoming shortly after your expiration date.

Q. What provisions are available for former airmen who have since finished college to apply for a Reserve commission?

A. At the present time, direct appointments in the Air Force are limited to individuals possessing qualifications in the Medical, Chaplain and Legal career specialties. If you are qualified for appointment in any of these career areas, it is recommended you contact the nearest Air Reserve unit in your vicinity for assistance in submitting application for appointment.

Q. Some time ago, I read in your magazine about the drive to recruit Reservists for active participation in the Reserve. I would like to participate in a more active role and I am interested in the M-Day assignment program. Whom do I contact?

A. See your nearest Air Reserve Center since it is the focal point for all Reserve assignments.

Q. I am interested in acquiring a copy or certified true copy of my discharge orders. Where can I write to get one?

A. You may secure a copy of your discharge by writing to the Air Reserve Records Center, 3800 York Street, Denver 5, Colorado.

aerospace

library



The World's Fighting Planes, William Green and Gerald Pollinger (Hanover House, \$3.50). New revised edition of this picture narrative reference on current military aircraft of all nations. Contains photos, three-view silhouettes, design-production history, and operational specifications.

Atlas: The Story of a Missile, John Chapman (Harper, \$4.00). A history of the USAF *Atlas* ICBM, from its conception in the mid 1940s as Project MX 774 through design, research, development, experimental testing to operational status today. It tells the *Atlas* story in terms of the men responsible for the *bird*, the on-and-off program under which it was developed, the hopes, fears, failures and successes which marked its checkered career.

The Joint and Combined Staff Officers Manual, Col. Jack Nicholas, USAF; Col. George Pickett, USA; and Capt. William Spears, USN (Stackpole Co., \$4.50). The book contains chapters on the origin and development of unified command concepts, the organization and functioning of joint and combined commands, and duties of the joint staff. Time devoted to the study of this manual should be useful both as an introduction for the uninitiated and a convenient reference for the experienced staff officer.

The Longest Day: D-Day—June 6, 1944, Cornelius Ryan (Simon and Schuster, \$4.95). A dramatic recreation of the first 24 hours of the Allied invasion of Normandy, told through accounts of what happened to twenty people, from top ranking military officers to French civilians caught between the forces. Researched largely from personal interviews, it gives an intimate personalized account of the historic events on land, sea and in the air.

Strategy in the Missile Age, Bernard Brodie (Princeton University Press, \$6.50). A professional analysis of modern military strategy and forces required to maintain US military political strength for the 1960s. Considers the military relation to the national economy and the great revolution in weapons, forces and strategy produced by missile technology and scientific breakthroughs in other areas.

The Ocean of Air, David I. Blumenstock (Rutgers University Press, \$6.75). A comprehensive, highly readable analysis of the atmosphere and the history of its scientific exploration. Studies man's attempt to understand, predict and control weather, and how air has affected human endeavor, commerce, war, weapons and the course of history.

IGY: Year of Discovery, Sydney Chapman (University of Michigan Press, \$4.95). An informative, highly readable story in photo and narrative of the scientific work and accomplishments during the International Geophysical Year.

Aviation and aerospace education, as understood and practiced in the Civil Air Patrol, builds aerospace power for our nation. Aerospace power, as defined by a leading educator, is "the total ability of a nation to act through the air space." Education, similarly defined, is "synonymous with behavior change." More than just definitions or generalizations, the aviation education program within the Civil Air Patrol is geared to today's activities and tomorrow's problems.



Civil Air Patrol aviation education in the nation's high schools began in 1949 and has expanded to cover the 50 states and Puerto Rico . . . and particularly Puerto Rico.

Early this year, ten high schools in New York City adopted elective courses in aviation education. The students, boys and girls, in addition to studying aerodynamic subjects, will become Civil Air Patrol cadets, increasing the cadet ranks in New York alone by some 1,500 youngsters. Similar programs in most of the states have been in successful operation for years. Typical of successful air-minded school systems like those in New York City are those in Ogden and Salt Lake City, Utah and in Puerto Rico.

The aviation education program is generally divided into three aspects: the elective aviation class taught by a school official as part of the school curriculum; the group or club activity often taught by a teacher but also taught by Civil Air Patrol members or other aviation enthusiasts during after school hours, on weekends, at nights, during the summer months; and the enrichment program. This third aspect, perhaps more far-reaching, is the enrichment process whereby a high school teacher, a junior high teacher, or even an elementary teacher can combine the entire content of classroom subject matter and tie it in with aviation education material. For example, this is done in arithmetic class by giving problems in time and distance requirements for a jet to travel from point to point. The same applies in geography and other basic subjects.

Teenagers with parents who have served in the U. S. Air Force or who are now members of the Air National Guard or Air Force Reserve have better than average motivation for learning aviation subjects. These parents do a better job of career guidance than their purely civilian counterparts.

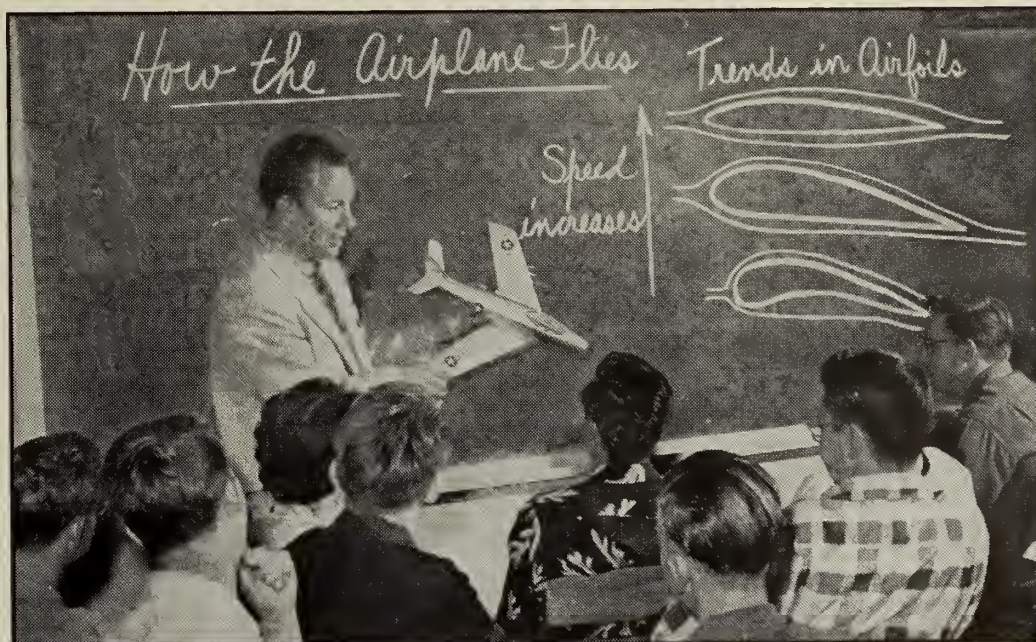
The Civil Air Patrol has been aware of this need for many years and, in addition to promoting and introducing aerospace education in the school system, conducts aviation education workshops for teachers on a nationwide basis. Over 48 separate aviation education workshops were conducted in the summer of 1959 in leading universities throughout the country. Over 50 are already in the planning stage for 1960.

A thousand miles to the southeast of Miami, in Puerto Rico, 30 junior or senior high school boys and girls are studying aviation education subjects as school electives. The 2,300 Civil Air Patrol cadets in Puerto Rico receive their aviation education from their teacher who is appointed and commissioned by the Civil Air Patrol as their cadet squadron commander. The texts used in the courses, the testing material, the instructor's manuals, film strips,

workshops, and other teaching materials are published by Civil Air Patrol and purchased by the cadet unit from funds that come from the individual youngsters in the program.

In Alaska, Hawaii and throughout United States, Civil Air Patrol cadets and senior members, all volunteers, are devoting time, talent and money to teach youngsters. They learn why airplanes fly, about cloud shapes and weather conditions, the simple scientific principles of rockets and jet engines and the responsibilities that go with global air transportation.

Aviation education in the school systems has brought into sharp focus the scientific developments in air and space science and international travel and communication . . . thus it becomes as important as the three R's in today's aerospace age.



John V. Sorenson, CAP educationalist, teaches Weber County HS (Utah) students the principles of flight.

CROSS COUNTRY



HIDING THEIR LIGHT—During summer encampment last July, a crew from the 302d TCW, Clinton County AFB, Ohio, demonstrated outstanding performance during a compounded in-flight emergency. Flying at night over rugged Wyoming terrain with a full fuel load and three tons of cargo, their C-119 *Flying Boxcar* "lost" an engine. Feathering the prop on the disabled engine, full power was applied to the remaining engine to maintain altitude. Unfortunately, the heavily loaded plane did not respond and continued to drop through the night sky. Locating Rock Springs Municipal Airport, which was unfamiliar to the crew, a landing was elected. Approaching the landing lights of the small field, the plane's left gear failed to drop. Emergency extension of the gear was accomplished on the second approach on a "downwind" landing. As the plane touched the runway one of the right main tires blew, but the pilots succeeded in holding the ship on the runway. As the plane rolled to a stop at the edge of the runway, with brakes and tires ablaze, the crew members doused the fire with hand extinguishers carried aboard the plane. On board were Capt. Richard L. Holliday, aircraft commander; Capt. J. L. Townsley, co-pilot; both of Cincinnati, Ohio, and flight engineer SSgt Louie F. Winters of Martinsville, Ohio. A sergeant in the Air National Guard was the only passenger on the plane. The flight was part of Operation *Minute Man 1959*, an airlift capability test in conjunction with ANG's 117th Tactical Reconnaissance Wing.

SURVIVAL BY CHANCE—A surprised crew from 434th TCW, Bakalar AFB, Ind., recently proved their ability to "survive" if forced to bail out of one of their C-119 *Flying Boxcars*. Reporting for routine weekend training they "won" a lottery held by the wing commander, Brig. Gen. John Bradshaw, and were informed they would participate in a survival test. Drawing rations, canteens of water, and unusable parachutes, they were driven to a remote spot for overnight stay. Pooling the rations and the contents from their pockets, they then constructed shelters from the chum. The next day they returned to home base a little less for wear and with the knowledge they could survive in an emergency situation under any conditions.

SPUR RESERVIST TRAINING—A unique conference and training plan, dubbed Operation *Workshop 1* gets underway soon at the 2623d AResC, Mitchel AFB, N. Y. Initiated by members of the 9068th ARGp, the workshop-type program will include officers and airmen. Operation *Workshop 1* will commence with a speaker who will outline his particular subject and problems to the entire assembly. The group will then split into smaller units to work on specific areas discussed by the speaker. This system will enable personnel to act immediately upon a specified subject and arrive at conclusions within a given period of time.

short hops



CONAC'S ANNUAL NEWSPAPER CONTEST—concluded recently announced the following newspapers as winners in their respective classes: I—"Georgia Air Affairs," published by the 2689th AResC, Atlanta, Ga.; II—"The Wing Script," published by the 434th TCW and the 2466th ABSq, Bakalar AFB, Indiana; III—"The Mitchel Beacon," 2500th ABW, Mitchel AFB, N. Y. Evaluation of the entries was based on journalistic qualities, support of USAF information objectives, and use by the commander as a management tool. . . . Two ideas to increase Reservist participation have come from the 2619th AResC, Providence, R. I. One is the "Top Ten" club, which recognizes those individuals who rate in the top ten percent of the center's training course program. The other is the "Thirty Mission" club, composed of those Reservists having a perfect attendance record. . . . Members of the 9625th ARSq, Rockford, Ill., recently participated in a new approach to the customary one-night-a-week training program. A test run of the new program brought all members of the unit together at O'Hare International Airport, Chicago, and lasted from 0800 until 1700 on a Sunday. The decision to adopt the plan has yet to be decided upon, but if it is, Reservists would have a choice of training at O'Hare on either Saturdays or Sundays. The program is aimed at giving Reservists more realistic training in their M-Day specialties.

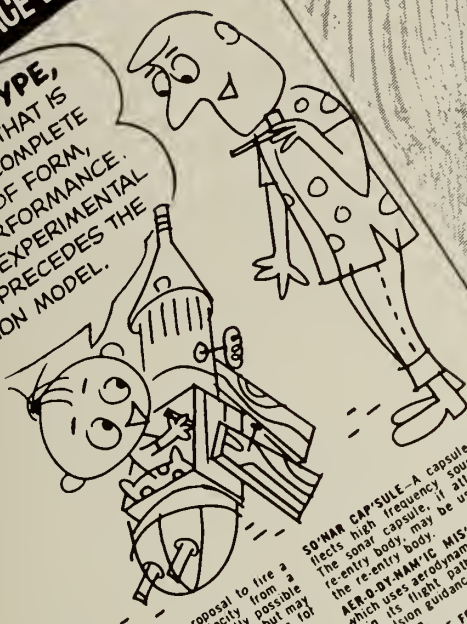
Not one, not two, but three—that's what the 305th TCSq, Tinker AFB, Okla., claims it has in the way of youngest command pilots in the AFRes. Youngest is Capt. James L. Wade, who received his command pilot rating on Jan. 13,

1960 at the age of 34 (born Feb. 14, 1925). Requirements for the rating include 15 years of service as a rated heavy-than-air aircraft pilot and a minimum of 3,000 total flying hours. Capts. Daniel J. Hahn (34) and Louis L. Sadler (33) are the squadron's other young command pilots. . . . The 999th ARSq, Gulfport, Miss., recently won something more than a plaque for being named their wing's outstanding squadron in 1959—the smiles of America's fairest damsel, Lynda I. Mead, Miss America for 1960. Miss Mead recently presented the plaque to the 9991's executive officer, Maj. George V. Everett in behalf of the commander, 2496th ARTngW, Tampa, Fla. . . . Walter Williams, the 117 year old survivor of the Civil War whose death was mourned by the nation recently, is survived by his Air Force Reservist great-grandson, A/3C Malvin Magers. Airman Magers is currently attached to the information office of the 622d USAF Hospital (Reserve), Fort Worth, Texas.

ANG NOTES: Col. Robert W. Huggins, former executive officer of the Colorado ANG's 140th Air Defense Wing, 1 recently reentered active military service to become chief of the Management Services Group, Office of the Deputy Chief of Plans and Operations at the Air Force Accounting and Finance Center, Denver, Colo. The colonel will also serve as Special Assistant for Reserve Affairs. . . . A/1C Thomas Deere walked off with top honors recently after completing the 104th Tactical Fighter Squadron's Leadership Course (Maryland ANG). Eleven other airmen graduated from the Baltimore, Md., squadron course and were awarded their diplomas by Lt. Col. Edwin Warfield III, chief of staff, Maryland Air National Guard.

THE LANGUAGE OF SECURITY AEROSPACE VOCABULARY

IT'S A **PROTOTYPE**, POP—A MODEL THAT IS SUITABLE FOR COMPLETE EVALUATION OF FORM, DESIGN AND PERFORMANCE. IT FOLLOWS AN EXPERIMENTAL MODEL AND PRECEDES THE PRODUCTION MODEL.



SPACE GUN—Early proposal to fire a vehicle at escape velocity possible from the surface of the Earth but may be used one day from the Moon for orbital refueling.

SPACE WARFARE—Warfare conducted by use of weapons brought to bear upon Earth targets from space, or brought to bear upon targets in space.

THERMAL BARRIER—The zone of speed at which friction heat generated by rapid passage of an object through the atmosphere exceeds endurance compatible with the function of the object.

SONAR CAPSULE—A capsule that reflects high frequency sound waves. The re-entry body may be attached to a re-entry body.

MIS-SILE—A missile which uses aerodynamic forces to maintain its flight path, generally using provision guidance and a winged configuration.

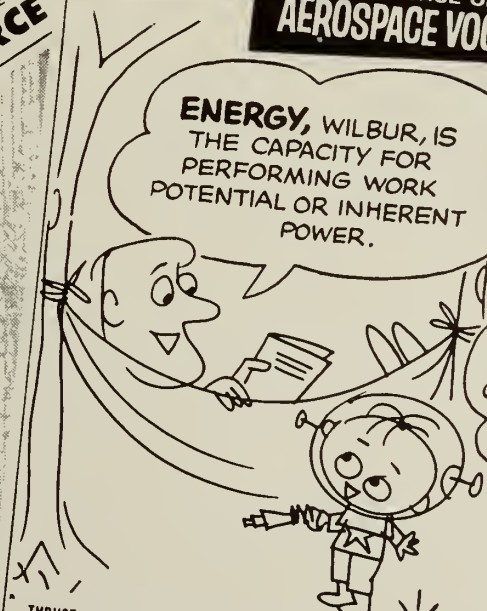
AER-D-SPACE FORCES—Includes all vehicles, their equipment, and where applicable, weapons and crews that operate in aerospace for military purposes. This includes aircraft missiles, aerospace craft and spacecraft.

NO. 1 IN A SERIES PREPARED BY THE
AIR FORCE

CONAC "Sells" Aerospace Awareness

THE LANGUAGE OF SECURITY AEROSPACE VOCABULARY

ENERGY, WILBUR, IS THE CAPACITY FOR PERFORMING WORK POTENTIAL OR INHERENT POWER.



YOU LOST THE CAPACITY, HUH, POP?

THRUST—The resultant force in the direction of motion due to the components of the pressure forces in excess of ambient atmospheric pressure, acting on all inner surfaces of the vehicle propulsion system parallel to the direction of motion.

EX-TRA-GA-LAC-TIC—Vast star systems outside our own galaxy.

FALL-A-WAY SECTION—Any section of a rocket vehicle that is cast off and falls away from the vehicle during flight, especially such a section that falls back to earth.

FIS-SION—Splitting an atom with resulting production of nuclear energy for special purposes.

FREE FALL—The fall or drop of a body toward center of mass without being retarded by parachute.

AS-TRO-GA-TION—Navigating in space.

UL-TI-MATE RANGE BAL-LIS-TIC MIS-SILE—A ballistic missile with a range equal to half, or somewhat more than half, the distance around the Earth, capable of striking at a target anywhere upon the globe from any given launch point.

NO. 2 IN A SERIES PREPARED BY THE
AIR FORCE RESERVE

FIVE LINE IMPRINT SPACE FOR LOCAL IDENTIFICATION IS AVAILABLE ON EACH CARTOON

CONAC begins "selling" Aerospace Awareness this month. The December 1959 AIR RESERVIST alerted its readers that March and April would be the "build-up" months for the campaign which will be effected on a continuing basis until its goals are achieved. Information specialists will begin to receive a host of motivational materials to assist them in waging a successful campaign.

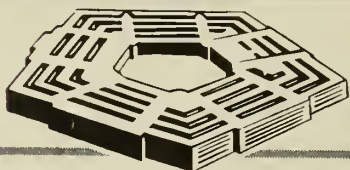
The primary objective is to make the American public aware of the significant role the U.S. Air Force and its Reserve components are playing in the Aerospace Age and to point up the integral part Reservists will fill in the Air Force's mobilization plans. The campaign will require participation by every Air Force Reservist as a "word-of-mouth" spokesman. The ultimate goal is to condition the American public to thinking of the Air Force and its Reserve components as being synonymous with the "Aerospace Age."

An Awareness Kit is being assembled and will be mailed soon to each of the participating CONAC information officers. While the campaign is a serious venture, a lighthearted touch is being added to attract the attention of the younger members of the community, our potential leaders in the Aerospace Age. A series of ten 180-line newspaper mats (two are illustrated on this page) are being distributed direct to publishers of all U.S. daily newspapers, selected industrial house organs and trade publications. In addition, CONAC units will receive the mats as part of their Awareness Kit for placement with weekly newspapers and regional periodicals in the local area.

PROMOTIONS TO COLONEL: A board of officers convening at ARRC May 16-27 will consider the records of approximately 5,000 eligible Air Force Reserve lieutenant colonels, both EAD and non-EAD, for promotion to the permanent grade of colonel, Air Force Reserve. To be eligible for consideration, officers must hold a promotion service date as lieutenant colonel on or before June 30, 1955. Eligible officers who wish to submit communications under the provisions of Section 8362(f), Title 10, USC, should write through official channels to the President, Reserve Officers Promotion Board, Air Reserve Records Center, 3800 York St., Denver 5, Colorado. All communications must arrive prior to the date the board convenes.

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COMMENDATION RIBBON AVAILABLE SOON: Almost two years after its adoption, March 24, 1958, the distinctive Air Force Commendation Medal and Ribbon will become available for general distribution. The new ribbon background is yellow, with a wide blue vertical band centered, flanked by a thin blue stripe on either side. The edges of the ribbon are blue. The shape of the six-sided medal remains the same as the Army type, but the Air Force Coat of Arms distinguishes it from the older Army award. Air Force members who won the Army Commendation Medal, with its accompanying green and white ribbon, before March 24, 1958, are permitted to continue wearing it. If they subsequently earn another, following the establishment of the Air Force type, they are permitted to wear both, the Air Force award taking precedence.



Pentagraphs

RETIREMENT GUIDE: An up-dated "Air Force Guide For Retirement," 20 Oct 59, is available for issue to Air Force Reservists with over 14 years of service. A copy may be obtained by writing to the Commander, Air Reserve Records Center, 3800 York St., Denver 5, Colo. Ask for AFP 34-4-3. Reservists with less than 14 years service are not eligible for a copy, but may read the pamphlet at the Air Reserve Center nearest his home.

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VACANCIES IN ALASKA: Nearly 600 mobilization positions (Part 1) are open to qualified Air Force Reserve officers and airmen in the Alaskan Air Command. Training will be available in both pay and non-pay status with annual 15-day short tour of active duty for all participating Reservists. Vacancies exist at the three main bases of the 49th State (Ladd, Elmendorf and Eielson AFBs). Reservists residing in Alaska, who are interested in these assignments, should contact the Director of Reserve Affairs, Alaskan Air Command, Elmendorf AFB, Alaska.

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SONIC BOOMS ON PURPOSE: F-106 supersonic Delta Darts of the 498th Fighter Interceptor Squadron, ADC, began "booming" a seven-mile strip in Glacier National Park, Montana, last month. The object was to precipitate snow avalanches on order, but it was all in the interest of safety. Edward R. Hummel, National Park Superintendent, requested ADC to provide supersonic planes for an attempt to dislodge snow and ice accumulations threatening spring clearing operations along the park's "Going-to-the-Sun" road. In the past, the National Park Service has lost lives and equipment to snow avalanches in opening this scenic road.

GOOD YEAR FOR FLIERS-1959: The major aircraft accident rate in the U. S. Air Force dropped 20 percent for 1959 to mark a record all-time low. The rate of major accidents during 1959 was 8.3 per 100,000 flying hours as compared to the previous record low of 10.4 set in 1958. Safety officials point out that last year's low rate of 8.3 major accidents per 100,000 flying hours compares significantly with the 1946 rate of 61 per 100,000 flying hours. Fatalities during 1959 were cut almost in half over the previous year which had 705. Flying over 2.4 billion military passenger miles, the Military Air Transport Service suffered no passenger injuries or fatalities during 1959.

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CAREERS FOR DOGS: The Air Force and Army have "immediate and pressing" need for sentry dogs and will pay up to \$150 for the kind of animal they need. The dogs will be used to patrol missile sites and other key installations. High standards are set for military dogs. To be considered they must meet the following specifications: pure-bred German Shepherd; one to three years old; males preferred; females must be spayed at least 90 days prior to acceptance; minimum height at shoulder-23 inches; maximum shoulder height-28 inches; minimum weight-60 pounds; maximum weight-90 pounds; any inconspicuous color, but no whites. Purchasing for both the AF and Army is handled through the office of the Quartermaster General, Installations Division. Attn: Contracting Officer, Washington 25, D. C.

NEW VA PENSION RULES: Thousands of widows of WWII and the Korean War, now ineligible for Veterans Administration pensions, may find the outlook a bit brighter when new VA pension award rules go into effect on July 1. The new system does not require that the deceased veteran have a service-connected disability before his dependents become eligible for pension. The new pension system requires that the veteran must have had at least 90 days' service on active duty, part of it during wartime, and have been discharged under conditions other than dishonorable. Details are available at local VA offices.

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ECI NOTES: The Extension Course Institute enrolled its one-millionth student in the middle of December -Capt. William M. Thompson, Eglin AFB, Florida . . . A few Reservists have had some difficulty getting point credit for completed ECI work because training officials felt the work was not advanced sufficiently to warrant such credit. ECI had advised education and training officers who enroll Reservists in ECI courses that the indorsement by the education or training officer on the ECI application gives evidence of the applicant's need for ECI training and affirms that he will be awarded point credit . . . ECI Form 23, the application blank, is being revised. The new form will include a space for notation by a new enrollee who desires more than the initial distribution of two volumes. This would benefit students who wish to progress faster than the normal rate . . . If a student is canceled for nonparticipation, ECI rules that he cannot reenroll until 6 months after his cancellation date.

WHAT IS COLD WAR? AND WHAT TO DO ABOUT IT? . . .

Can you imagine a weapon system that can do the job better than a piloted vehicle? Advanced aircraft and aerospacecraft of the future, including nuclear-powered aircraft (ANP), armed with air-launched ballistic missiles, offer advantages (primarily the discerning human brain) that no missile can now match. Missile-launching aircraft also show high promise of providing the most mobile striking power ever achieved, while being relatively invulnerable. They could hit more than one target and

could be used on more than one mission. They could be usefully employed in both small wars and large.

The piloted aircraft's unequalled capability to seek out and destroy mobile strategic missile launchers alone warrants its use. Teamed with strategic missiles that will "run interference" and destroy enemy fixed missile sites and air defense forces, the piloted bomber is the only answer in the near future to the threat of enemy *mobile* ICBM launchers.

HOW CAN YOU COUNTERATTACK ENEMY MOBILE MISSILE LAUNCHERS? . . .

It takes two sides to make a war. The alternatives to aggression are either war or submission.

Aggression and conflict are at the very roots of communism. Marx, Lenin, Stalin and Khrushchev have proclaimed this fact to all who would listen. "Justifiable aggression," their followers might call it. The Chinese Communist leader, Mao Tse-Tung, called it "the protracted war." When Khrushchev declared to the Free World: "We will bury you," he did not necessarily mean that the Communists would bury us in the ashes of nuclear war—although that possibility must not be ruled out. It might sometime seem more profitable to the Communists than other means. Khrushchev meant that he believes the Communists will eventually excel us in all the fields necessary for them to control all nations of the world.

One has only to read our Bill of Rights, with its recognition of inherent freedoms and human dignity, to realize only a portion of what we would lose if we permitted the Communists to excel us in the fields that would enable them to "bury" us.

Because we are "the enemy" in this Communist-generated "protracted war"—this cold war—we must fight back. Our Nation is fighting back. But we must take and maintain more initiative if we are to win. We must excel in all aspects of the conflict that are consistent with our traditional ideals of morality, freedom and justice.

Air Force members, Reserve and Regular, have a duty to perform for their country in the cold war. No longer can their efforts be devoted only to military defense. They must become familiar with the issues at stake and help others to understand them. They must read widely and

encourage informal discussions of vital issues.

In the Fourth Quarter, 1959 issue of the Stanford Research Institute Journal (which is devoted to articles discussing all forms of the Communist-Free World conflict) Dr. Fritz Kraemer mentions this point.

He writes that foreigners are often disillusioned by "the somewhat uninspired way in which we discuss, if at all, ideas, ideologies, abstract principles, matters of faith and belief." It raises, he says, "an anxious question in the minds of many regarding the depth of our thinking, the degree of our understanding, and the intensity of our faith." "They know," he says, "that their fate as well as ours depends overwhelmingly on the strength of our resolve and on our ability to grasp not only the political, military, and economic but also the psychological and spiritual situation of the world."

"In our home climate," writes Dr. Kraemer, "we are rarely faced with the necessity to argue outside the notions and limits accepted by all of us." This does not prepare us for "the free-for-all debate that rages in a world where our 'self-evident' truths are not taken for granted and even are aggressively challenged. The art to converse and the faculty to articulate ideas effectively and impressively are little practiced in our dealings with one another."

Are you making it a point to read more magazine and newspaper articles about world affairs? Have you read the J. Edgar Hoover or the Overstreet's recent books on Communism? Can you explain what is *good* about the Free World's approach to governing people?

If American adults do not know why and in what way life under Communism would be unacceptable to them, they might someday learn the



horrible truth from experience.

The final objective of the Communists' "protracted war" is their domination of the world. It is basically an "idea war"; and what we, as free people, think and strongly believe will decisively affect the outcome.

ON TERMINOLOGY . . .

The Air Force's new "Interim Aerospace Terminology Reference" (AFP 11-1-4) is an effort to develop a common understanding of the many new terms coming into use throughout the Air Force as science and technology rapidly advance "the state of the art" in aerospace weapon systems. The need for a single Air Force terminology reference was made evident by the mushrooming number of "missile and space" glossaries being published by many agencies throughout the Air Force. In many cases the definitions varied. Some had been borrowed from other services or from industries which had formulated definitions that were limited in scope.

Developed to a great extent from terminology already published in other Air Force glossaries, and reviewed and revised by a panel of representatives of the Air Staff, this interim reference is only a first step. Air Staff panel members represented operational, material, development, medical and other points of view. The reference will later be coordinated with major air commands and go through the time-consuming process that leads eventually to standardization of terms. Until usage and months of processing produce a final product, this terminology, with its 1,220 terms, should be of high value in developing a better understanding of aerospace terms inside and outside the Air Force. An addendum contains a description of military and NASA aerospace systems.

DEPARTMENT OF THE AIR FORCE
THE AIR RESERVIST
AIR RESERVE RECORDS CENTER
DENVER 5, COLORADO

OFFICIAL BUSINESS

USAF Periodical 30-1
No. 30H 3-60: 366,142



Anticipating four-engine aircraft, an enterprising artist demonstrated by "assigning" this Northwest Airline's transport to the Minnesota Air Guard. However, C-97 Stratocruisers have been delivered to the ANG, and this re-touched photo is typical of the first received by the 109th FISq, Minn. ANG.



A film explaining the Air Reserve program to local businessmen is the object of Mr. and Mrs. Arch Murray's attention as Lt. Col. George Byrd, commander, 9536th ARSq, Pittsburgh, Pa., stands by to elaborate. The briefing was one of a series planned by the Pittsburgh, Pa. ARSq.

RESERVE CAMERA



The 512th TCW, NAS Willow Grove, Pa., undertook a mercy mission recently when winter threatened Pennsylvania's wildlife with starvation. (l-r) A/3C Arthur Keyser and SSgts Paul Rufe and Jacob Babenko spread six tons of corn from a C-119 to assist the Pa. Game Feeding Club.



Troop carriers in fact are personified by Reservists (l-r) SSgt Gerald Fr... 1st Lt. Norman Lahti, Capt. Lawrence Campbell (center) SSgt Dan Dice... and (top) SSgt Francis Albin, of the 97th TCSq, Paine Field, Wash., as they prepare to participate in Army paradrop exercises at Camp Campbell, Ky.

THE AIR
Reservist



APRIL 1960

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Summer Encampment 1960

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"Quote..."

"Nothing could be more fatal than to confuse relaxation of tensions with relaxation of ourselves, and one of the most serious dangers ahead is that people will be tempted to do exactly that..." Christian A. Herter, Secretary of State

"Man still is the most versatile, adaptable and lightest-weight computer and servomechanism in existence..." Thomas D. White, Chief of Staff, USAF

"Minuteman, we feel, will be the most versatile and effective weapon in our ballistic missile inventory. This weapon will have a cost-effectiveness against enemy targets several times that of other ballistic missile systems now under development or in production."—Curtis E. LeMay, Vice Chief of Staff, USAF

THE AIR Reservist

VOL. XII—NO. 4

AIR FORCE RESERVE AIR NATIONAL GUARD
CIVIL AIR PATROL



APRIL 1960

Lt. Gen. William E. Hall
Commander, Continental Air Command

Col. Richard P. Haney
Chief, Office of Information, CONAC

EDITOR
Fred E. Giachino

ASSOCIATE EDITOR STAFF WRITER
Earl E. Lane TSgt William J. Turner

The Air Reservist is an official publication of Continental Air Command approved by the Secretary of the Air Force, in accordance with Public Law 476, Section 259, 82nd Congress. This law directs the dissemination of complete and up-to-date information of interest to the Air Reserve Forces.

Editorial Office: The AIR RESERVIST
OI, CONAC, Mitchel AFB, NY

The Material contained in The Air Reservist is listed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by the Secretary of the Air Force and the Director of the Bureau of the Budget 23 July 1958.

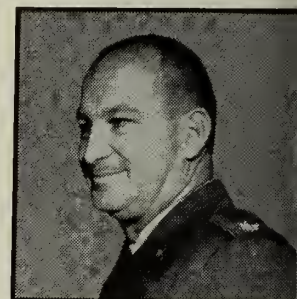
... PEOPLE



BRIG. GEN. ROY A. HATCH, deputy for Air National Guard Affairs, Continental Air Command, since March of 1955, will step into a new position as deputy chief of staff, Personnel, at Hq U.S. Air Forces in Europe, Wiesbaden, Germany, in early May.

General Hatch entered the Air Force in 1941 as a flying cadet. He was highly active in B-17 *Flying Fortress* and B-29 *Superfortress* training programs as an operations staff officer of the Eastern Flying Training Command. At war's end in 1945 he was operations officer of a B-29 squadron enroute Okinawa. Reverting to inactive duty he joined the Alabama Air National Guard and in October 1947 was named commander of ANG's 106th Bombardment Squadron at Birmingham. Recalled to active duty in February 1950, he was assigned with Air Force operations in the Pentagon. Later he served on the Smith Committee—which initiated the long-range plan for the Air Reserve Forces—and was a member of the Johnson Review Board, headed by Lt. Gen. Leon W. Johnson, former commander of CONAC.

AVIATION CADET ERROL L. JOHNSTAD, former member of the 126th Fighter-Interceptor Squadron, Wisconsin ANG, has been selected as the outstanding cadet of Class 61-A, Primary Pilot Training, Bainbridge AB, Georgia. Cited for achieving the highest over-all grade average among all cadets in his class, Johnstad has earned a string of honors since joining the Wisconsin Air Guard in October 1956. He was selected as *outstanding airman* in his basic military training class at Lackland AFB, Texas. In July 1958 he was honored as *student of the month* while attending the Electronics Instrument Trainer School at Chanute AFB, Ill., and in December 1958 was the *honor graduate* of the course. He was appointed *airman of the year* of the entire Wisconsin Air National Guard for the 1958-59 period. Johnstad graduated from Primary Pilot Training in January and is now attending Basic Pilot Training at Reese AFB, Texas.



LT. COL. ROBERT EBERLY, AFRes was recently awarded the *Soldier's Medal* at Norton AFB, Calif., for heroism involving voluntary risk of life in saving a passenger from a burning aircraft. The crash occurred on February 20, 1958 when the right engine of an L-27 piloted by Col. Eberly failed on take-off. Maneuvering the plane for a crash landing, the colonel and three passengers escaped without injury when the plane hit the ground. The fourth passenger, a Naval Reserve enlisted man, in attempting to leave the burning plane caught his leg in the shattered wing and was held fast. Colonel Eberly instantly returned to the aircraft and despite the fumes, flames, intense heat and imminent danger of explosion from the fuel tanks climbed upon the aircraft and freed the trapped man from the burning wreckage, thereby saving his life.



FOUR GRAND

First group of 132 Air Force Reserve crew members to win the new 1000-hour pins and certificates received the honors from Lt. Gen. William E. Hall, CONAC commander, at 9AF Commanders' Conference, San Antonio, Texas. (l-r) SSgts Jerome Perkins, SA-16 crew chief, 301st Air Rescue Sq (Res) Miami IAP, Fla., and Rodney Linkous, C-119 crew chief, 349th TCW, Hamilton AFB, Calif. Next to General Hall are Major Edward Struewing, C-119 pilot, 442d TCW, Richards-Gebaur AFB, Missouri, and Captain William Morgan, C-123 pilot, 445th TCW, Dobbins AFB, Georgia.

... PLANS

AIR FORCE RESERVE NAVIGATORS competing in the fourth annual meet at Ellington AFB, Texas, May 22-29, will be using an advanced navigation instrument—the periscopic sextant. Called an optical and mechanical marvel by those familiar with its capabilities, the new sextant uses a mount affixed to the roof of the aircraft cabin. Thus, it eliminates the hazards of the astrodome employed in the hand-held sextant method and disposes of other objections such as optical distortion and parasitic drag.

The competition will pit the top four-man navigation teams from each of CONAC's Air Force Reserve navigator squadrons throughout the country in a test of dead reckoning, LORAN and celestial navigation techniques. Last year, the 3499th Navigation Squadron team from Long Beach Municipal Airport, Calif., won first place. This year, individual and team trophies will again be awarded to the winners. Use of the new sextant, and the fact that only a single point separated the top three navigation teams at the close of last year's trials, promises keen competition at this annual event. These navigators train for M-Day positions with MATS.

THE AWARD OF HONOR, the National Safety Council's highest form of recognition for ground safety achievement records, will again be the objective of the Continental Air Command. The award was won by CONAC last year for its excellent *minus*-23-percent (approximate) average percentage change figure. This year CONAC has submitted its application for the 1960 award based upon its even more impressive record of *minus*-24.86%. These figures represent the over-all decrease in the command's accident indexes as compared to the previous two years' records.

In the opinion of Mr. H. J. Warren, Director of Ground Safety for CONAC: "These figures are phenomenal when we consider this is the fourth consecutive yearly decrease in our accident rate—a fact that can be attributed only to the increased awareness on the part of each individual and his supervisor to the importance of ground safety in relation to the national effort."

DRILL PAY CEILINGS FOR RESERVISTS came under discussion when Brig. Gen. Felix L. Vidal, deputy for Air Force Reserve Affairs, addressed the Committee on Appropriations of the House of Representatives in February.

General Vidal said, "... From 1 July 1958 to 30 November 1959 the drill pay strength actually increased about 8,700 to a total of 56,978 (for Air Force Reserve). Manpower guidelines for Fiscal Year 1961 authorize 135,000 drill pay spaces for the Air Reserve Forces—72,000 for the Air National Guard and 63,000 for the Air Force Reserve ... With our healthy growth of Reservists in drill pay status, it appears the 63,000 drill pay allocation for the Air Force Reserve will almost certainly become a problem area at the beginning of Fiscal Year 1961. By 30 June 1960, it is projected that Reservists in drill pay status plus non-prior service personnel performing three or six months active duty for training will approximate 62,000. Further increase in drill pay strength will have to be carefully controlled in order not to exceed the 63,000 drill pay ceiling. These controls are reflected in our budget estimates for Fiscal Year 1961."

APPROXIMATELY 460 AIR NATIONAL GUARD and Air Force officers from all states, the District of Columbia and Puerto Rico are scheduled to meet at Ellington AFB, Texas, April 20-21 for the annual Air National Guard Flight Safety Conference for Tactical Flying Unit Commanders, Medical Officers and Installation Facilities Supervisors. The purpose of the conference is to explore all possible avenues for further safeguarding of lives and property, and present to Air National Guard commanders pertinent information and data concerning the current and future ANG program. Representatives from NGB, CONAC, Air Defense Command, Tactical Air Command and Military Air Transport Service will conduct briefings on such subjects as aircraft conversions, flying hour program, budget, operational readiness inspection, maintenance, supply, personnel, training mobilization, medical and installations. Aircraft seminars will be conducted by each of the major air commands represented. ADC will cover the F-86D/L, F-89, F-100, and F-104; TAC the RF-84F, F-84F, F-86H and B-57; MATS will deal with the C-119 and C-97.

OUTLOOK: Recovery Units ... Individual Positions

The Air Force admits to an unfilled nuclear age requirement in the field of recovery. Without a positive program in this area, our aerial retaliatory force could be nullified through surprise attack by the enemy. Current plans call for the Air Reserve Forces to fill this vital gap by forming Recovery Units which will be dispersed to strategic locations throughout the United States.

Recovery Units

Contrary to common opinion that a nuclear attack causes total destruction, high level studies indicate that many bases may escape major damage to pavements and hardened facilities, permitting restoration of essential base operations by an effective recovery force.

Air Force Manual 400-5 outlines this responsibility and states: "Although, all personnel required for base recovery comes from base resources, certain bases having a critical war mission have an additional manpower resource, Reserve personnel (mobilization assignees)." This brings up the question: "What constitutes a positive recovery program utilizing thousands of Air Force Reservists being considered for the proposed recovery units?"

At this writing Hq USAF has not revealed its plans, therefore, the following may be considered as conjecture. According to knowledgeable experts, the mission of support and recovery type units would be to assist in the alleviation of consequences of a nuclear attack and to expedite reconstruction of an effective Air Force capability for continuing combat operations following a nuclear exchange and during the subsequent phase.

Functions of the recovery units are envisioned to include: aeromedical evacuation; bomb damage repair and assessment; storage and maintenance of war readiness material; air rescue; medical service; security service; operation of recovery and dispersal airfields, Hq and command; and mobile ground communications.

Air Reserve Forces units presently have the following missions assigned: aeromedical evacuation; bomb damage assessments; air rescue; medical service; and mobile ground communications.

Obviously, the changeover will not be too great. The Reserve Forces are already in the business—the new program merely will expand on present realistic capabilities.

Primary functions of recovery units would be to assist the Air Force capability, whereas Civil Defense type activities primarily would be concerned in, say the recovery of New York or San Francisco.

Essentially, the recovery mission must be aimed at the maximum reasonable workload involved in providing safe

landing for airborne aircraft whose destination and alternate landing fields have become inoperative. This conceivably could require responsibility for large areas by recovery units which would of necessity be formed in populated areas where there are enough people available to man the units.

It would be the first task of a recovery unit to clear or arrange for clearance of the runway and working areas of any civil aircraft that would otherwise interfere with the recovery of USAF offensive or defensive tactical aircraft that might land.

Air Force Reserve recovery units could be located at air strips, or possibly civilian bases, which are not operated by active military units, and which are capable of accommodating military aircraft. Crash and rescue services must be provided, along with medical care for wounded crew members. Communications facilities should also be available and at the disposal of the pilot who had landed his plane at the emergency strip.

Facilities for minor repair, along with fuel, should be on hand to permit returning aircraft to take off and fly to the nearest active air base. The landing field and parking area should be kept usable and decontamination equipment should be on hand. In addition, these units might possibly be involved in the storage of strategic materials.

The conversion to an electronic data processing system by Air Reserve Records Center has dictated a departure from past procedures in allocating and controlling individual positions. However, the electronic system corrects many shortcomings, and Air Force Reservists who decry "automated" assignments may find the new system working to their benefit.

Individual Positions

Air Reserve Records Center will begin alignment of personnel against the new 62/63 WPR (Mid-range Wartime Requirements Plan) no later than next month (May 1960). No action will be required by currently assigned Part IA, II and III Reservists, or their units of attachment or assignment, since ARRC will automatically take all the necessary action for this group of individuals.

Information regarding current assignment status and other data concerning all Reservists has already been transcribed to magnetic tape for use in the new RCA 501 computer system now in operation at ARRC. The question now arises: "How will automation affect the Reservist and his Reserve assignment?"

Essentially, the new electronic data processing system streamlines personnel assignments, eliminates over-control of spaces and avoids multiple manning. It also provides a more reliable statistical source and permits expeditious

ignment of personnel. These and other advantages are envisioned; such as:

Minimum delay in locating a vacancy.

Manning within closest geographical distance.

Assurance of greatest possible accuracy in alignment based on awarded skills.

Faster action on changes in position.

Effective aid to selective assignment.

Accurate and current information on status of manning.

Numbered Air Reserve Centers and CONAC air forces will be relieved of considerable administrative detail.

Efficient as any computer system may be it is important to remember that control factors for such equipment are furnished by humans. Consequently, what comes out of the machine is only a reflection of what was put into it. For example, 57 complete and separate items of information on Reserve officer may be fed onto one inch of magnetic tape. Since the information used for making computations is gleaned from individual records it becomes imperative that these records reflect accurate and up-to-date information. As a result, it becomes the personal responsibility of every Air Force Reservist to insure that his records are correct.

While an annual records check is an established requirement for the Air Force Reservist, it may not be sufficient if he has had frequent changes in his status. Whenever a change occurs which affects his status, he should personally insure that the information is posted immediately on his personnel records. Fortunately, most records reflect complete information; however, an individual who has been lax in providing proper and complete data may suffer in some degree when alignment has been completed.

Recently, Part IA, II and III assignments for the remainder of this fiscal year were suspended so that ARRC could automatically initiate realignment action of the 59/60 assignees against 62/63 WPR positions. The first step by ARRC will be to align presently assigned individuals to the same position as the 62/63 WPR, if available. In the event a position has been eliminated, the realignment will be for any other Part I or III position for which the Reservist may qualify. For assignment to a Part II position a Reservist may not reside more than one day's travel time by common surface transportation from the unit of assignment (par. 5, AFR 45-3).

There are no geographic limitations for Part III since these positions do not have a unit and station of assignment. When alignment has been accomplished, the computer will issue Reserve Orders confirming the assignment against WPR 62/63 and relieve the individual from his 59/60 assignment. These orders necessarily will have an EDCSA (effective date of change of station assignment) of July 1, 1960.

All presently assigned *Ready* Reservists who are not aligned will be assigned automatically to CONAC NARS (Non-Affiliated Reserve Section), and concurrently relieved from their 59/60 position. The computer will issue orders to this effect with an EDCSA of July 1, 1960. Orders will be mailed as soon as possible, and it is anticipated they will be at the Air Reserve Centers in late May or early June.

If, after the receipt of orders assigning him to NARS, a Reservist can obtain another assignment prior to June 25, 1960, or if he desires *Standby* training in an Air Reserve Center, the Center of proposed assignment will forward his information to ARRC for revocation of existing assignment to NARS and issuance of new assignment orders.

All requests for assignment for NARS received by ARRC, subsequent to June 25, 1960 will be handled as a normal reassignment action.

After the initial alignment action is completed by ARRC, for presently aligned *Ready* Reservists the computer will consider *Standby* personnel desirous of a *Ready* assignment.

All requests for assignment of *Standby* personnel will be submitted to ARRC by the Air Reserve Centers by June 1, 1960. Notification of assignment of *Standby* personnel against a *Ready* position will be on orders published by the computer and furnished to Air Reserve Centers. Rosters of non-aligned *Standby* personnel will be furnished the numbered Air Reserve Centers.

The use of the computer, while expediting realignment actions, will also facilitate subsequent assignments. It is now possible for ARRC to furnish monthly rosters to Air Reserve Centers of all Part II and III vacancies. Reservists will be informed of these vacancies and given an opportunity to apply for any vacancy for which they may qualify. If the position is still available, orders may be published by ARRC confirming the new assignment, or notification will be furnished of non-availability of the position. The EDCSA for assignments will be 25 days after the submission of the application to the Air Reserve Center. This time interval may be shortened if special circumstances warrant.

Those Reservists who wish alignment against Part I spaces will be given complete assignment information by means of a quarterly Part I vacancy report (CNC-P-97), the first of which will be available at the Air Reserve Centers in August. Application for Part I assignments will be as prescribed by AFR 45-3. At this time, for assignment to *Ready* positions other than Part II or III, the computer will not be utilized.

It should be borne in mind that present 59/60 WPR expires on June 30, 1960 and new 62/63 WPR will go into effect July 1, 1960 and remain in effect until June 30, 1961. In addition, the Part IA requirement will also cease to exist after June 30, 1960. Some Reservists possibly may lose current assignments. Paragraph 11(c), AFR 45-3, which permits a 90-day retention period for overages, cannot apply in these cases. Personnel obviously cannot be carried against non-existent requirements and all 59/60 WPR assignments terminate on June 30, 1960.

There is a natural tendency to fear automation because of the impersonality of a machine. This is unfounded; for actual conversion to electronification is more efficient, eliminates enormous manual procedural detail, stabilizes methods and provides rapid information. The assignment and eligibility of Reservists is still the determination of the operating agencies—controlled by human beings.

Under the old punch card system, ARRC reproduced all individual spaces on cards.

Everybody was in the card business. Cards for correction of data and for assignment flowed in an endless stream from ARRC, CONAC, numbered air forces, training wings, numbered Air Reserve Centers and Reserve units. The punch card equipment at ARRC had limited capability, and the continuous correction, reproduction and control of cards were time consuming and costly.

The new concept controls and allocates individual mobilization requirements geared to the efficient electronic equipment.

Now, for the first time, the operating and administrative agencies will have the time and tools to really provide for the Reservist.

... POLICY

TROOP CARRIER WINGS of Continental Air Command were placed on alert status for possible disaster relief missions due to recent heavy snows and potential flood conditions. Flashing the alert to his command, Lt. Gen. William E. Hall, CONAC commander said, "While it is hoped that no such disasters occur, it must be kept in mind that one of the priority peacetime missions of the Air Force Reserve is the provision of aid in domestic emergencies."

The General recommended that CONAC's Fourth, Tenth and Fourteenth Air Force commanders alert all troop carrier units within their commands to make certain that a maximum number of aircraft and air crews were available for possible relief missions in flooded or isolated areas.

Citing previous roles in which the Air Force Reserve has played a dramatic part, he referred to the Tampico, Mexico area flood in October 1955. During that emergency, Air Reserve units, flying side-by-side with the active Air Force, flew more than 300,000 pounds of food to the flood-stricken area. The Air Force Reserve also played an important part in the disaster relief operations during the northeastern floods following Hurricane Diane in 1955. Loss of life and general damage was staggering. More than 20,000 homes were destroyed and damaged, leaving some 40,000 people homeless.

One Air Reserve unit alone, the 302d TCW, Clinton County AFB, Ohio, airlifted 182 tons of chlorinated lime from Harrisburg, Pa., to Hartford, Conn., for delivery to stricken flood areas. The lime was desperately needed for disinfection of areas contaminated by flood waters.

... MISCELLANY

THE F-104 "STARFIGHTER," one of the fastest jet fighter planes, is scheduled for the Air National Guard. First unit to receive the supersonic jet will be the 157th Fighter Interceptor Squadron, Congaree Air Base, Columbia, S.C. The 151st FI Sq, McGhee-Tyson Air Base, Knoxville, Tenn., is slated for the F-104s in July.



A HELPING HAND

Air Guardsmen of the Peoria, Ill., 169th Tactical Fighter Squadron proved the good neighbor policy is no hollow phrase when they pitched in to repair a crippled Indonesian Air Force cargo plane on March 3. The brand new C-130 four-engine transport, bound for Jakarta, Indonesia, set down in a snowstorm after its tail section was damaged by a rubber life raft which had blown out of the plane. Among those aboard was Maj. S. Tjokro, commander of the IAF Air Transport Command and personnel pilot to Indonesian President Sukarno.



coming
events

APRIL

ANG Flight Safety and Commanders' Conference, Ellington AFB, Texas, April 20-21.

Seventh Annual Conference of the Armed Forces Management Association, Atlanta, Georgia, April 19-21.

MAY

Aviation Writers Association News Conference, Los Angeles, California, May 2-6.

Armed Forces Week, May 14-22.

Fourth Annual Reserve Navigation Competition, Ellington AFB, Texas, May 22-29.

JUNE

325th Fighter Group 15th Reunion, Rehoboth Beach, Delaware, June 17-18.

ANOTHER CLAIM TO FAME came to New York City's 9215th Air Reserve Squadron (Information Office) when it received the fifth commendation in five years for planning and conducting a two-day seminar for more than 100 active duty Air Force information officers recently. Air Force Chief of Staff General Thomas D. White officially commended the unit for material assistance in furthering the objectives of the Air Force Information program. He said: "The Fifth Annual World-Wide Information Seminar . . . was highly successful and productive. The personnel of the 9215th Air Reserve Squadron are commended for their diligent and exhaustive work, without pay, in accomplishing the required tasks to assure the success of the seminar . . ." Members of the squadron are employed in the advertising, public relations and mass communications field in the New York metropolitan area.

The Air Academy's Athletic Program is geared for...

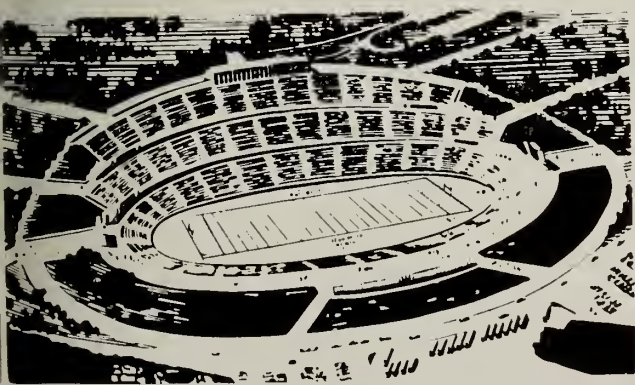
LEADERSHIP

One of the strongest supporters of the young Air Force Academy is the U. S. Air Force Academy Foundation, Incorporated, a non-profit, tax deductible organization. The Foundation's most recent—and doubtless most ambitious—project is a "classroom for leadership" in the form of a 40,000-seat football stadium for the Air Academy. Members of the Air Reserve Forces can assist the Foundation in this mammoth project through voluntary contributions toward this symbol of Air Force solidarity.

Four years—that's the brief span of time it has taken the U. S. Air Force Academy to mature into a nationally recognized football power. Featuring an exciting brand of pigskin wizardry, the Falcons can point to an undefeated football season in 1958, climaxed by a scoreless tie with powerful Texas Christian University in the Cotton Bowl. These successes were compounded by a winning season in 1959 which was highlighted by the Air Force Academy's first interservice encounter with the vaunted West Point cadets. Final score: Air Academy 13-West Point (Army) 13.

The future Air Force generals did much more than post victories; they gave a vivid demonstration of the primary objectives behind the Academy's sports program—that it serves as a builder of character, and fosters sportsmanship, teamwork, leadership and the will to win.

Although the Academy is still not at full strength, there are better than 1,400 cadets now in attendance. One hundred and thirty seven of these enrollees are former Air Force Reservists and Air National Guardsmen (this figure also includes a small percentage of Army Reservists and members of the Army's National Guard). An even more substantial number of enrollees—187—are former Civil Air Patrol



This line drawing depicts the proposed stadium sponsored by the Air Academy Foundation. It will be the athletic training ground for future cadets.



cadets. Applications for the 1960 class have come from 144 Air Reservists and Air Guardsmen, although the quota for that class is only 23. However, the fact that a young man makes application under the Reservist quota does not prevent him from seeking nomination to the Academy by means of the Congressional appointment rule.

Regardless of how a young man finally becomes a cadet, he is made aware of the ultimate objectives of the Academy and the important part athletics play in achieving them.

In keeping with these objectives the Air Force Academy maintains a 15-sports athletic program administered by the Department of Physical Education. It takes in over fourteen hundred cadets during the year-round program and has one of the best organized and equipped intramural programs in the nation. All cadets must take part in athletics, either in the intercollegiate or the intramural program, and all sixteen squadrons of the Cadet Wing field teams in all intramural sports designated for a particular season. The three sport seasons at the Academy are fall, winter, and spring. Fall sports are football, soccer and lacrosse. During the winter months indoor sports such as basketball, water polo, boxing, judo, handball, squash and/or bowling are favored; and springtime finds rugby, fieldball, speedball, tennis, golf, track, cross-country and softball, thus, keeping the cadets in top physical condition.

One of the prime factors in the Academy's sports program has been the Air Force Academy Foundation. As part of the Foundation's program it has provided those facilities for the Air Force Academy which cannot be obtained through the use of appropriated funds.

At present, the Foundation has underwritten the expense of conducting an All-Air Force voluntary fund-raising campaign for the purpose of building "Falcon Stadium," a \$3.5-million, 40,000-seat, sports arena of unprecedented design. The current time schedule calls for completion of the stadium by the beginning of the 1962 football season, and in order to meet this target date every active duty member of the Air Force will be contacted personally to make a voluntary contribution toward this worthwhile endeavor.

All Reservists who are currently on military pay status and are assigned to Reserve units within the Air Reserve Center Program, troop carrier wings and separate detachments will be encouraged to donate on a voluntary basis during the campaign period starting April 15, 1960. In addition, all Air National Guard and Civil Air Patrol members will also be personally contacted for their contributions.

Those Reservists not actively affiliated with any phase of the Reserve program are urged to support this worthwhile endeavor by forwarding their contributions to the Air Force Academy Foundation Incorporated, P.O. Box 25, U.S. Air Force Academy, Colorado, or by contacting the nearest Air Reserve Center. All donations are tax deductible for income tax purposes.

AIR FORCE RESERVE ENCAMPMENTS

TROOP CARRIER UNITS	TRAINING SITE	DATES
94th TCW	Lawson Field, Ga.	Aug 13-27
732d TCSq	Dobbins AFB, Ga.	Aug 13-27
302d TCW	Clinton Co. AFB, Ohio	Aug 13-27
305th TCSq	Tinker AFB, Okla.	Aug 13-27
349th TCW	Boise, Idaho	Aug 13-27
403d TCW	Selfridge AFB, Mich.	Aug 13-27
64th TCSq	O'Hare Field, Park Ridge, Ill.	Aug 13-27
65th TCSq	Muskogee, Okla.	Aug 13-27
433d TCW	Kelly AFB, Texas	Aug 13-27
69th TCSq	Dallas, Texas	Aug 13-27
434th TCW	Bakalar AFB, Ind.	Aug 13-27
435th TCW	Donaldson AFB, S. C.	Aug 14-28
440th TCW	Milwaukee, Wisc.	Aug 13-27
96th TCSq	Minneapolis, Minn.	Aug 13-27
442d TCW	Richards-Gebaur AFB, Mo.	Aug 13-27
445th TCW	Memphis MAP, Tenn.	Aug 14-28
446th TCW	Ellington AFB, Texas	Aug 13-27
452d TCW	Long Beach MAP, Calif.	Aug 13-27
459th TCW	Campbell AAF, Ky.	Aug 13-27
512th TCW	Sewart AFB, Tenn.	Aug 13-27
514th TCW	Ft. Campbell, Ky.	June 5-19

AERIAL PORT SQUADRONS

11th, Clinton Co. AFB, Ohio, Aug 13-27; Det 1, Lawson Field, Ga., Aug 13-27; 14th, Ellington AFB, Texas, Aug 13-27; 15th Donaldson AFB, S. C., August 13-27; Det #1, Sewart AFB, Tenn., Aug 13-27; 16th, Bakalar AFB, Ind., Aug 13-27; 18th, Campbell AAF, Ky., Aug 13-27; Det #1, Memphis MAP, Tenn., Aug 13-27.

AIR RESCUE SQUADRONS

301st, Kincheloe AFB, Mich., July 17-31; 302d, 303d, and 304th, Sandpoint NAS, Seattle, Wash., July 16-30, July 30-Aug 13th and July 2-16, respectively; 305th, Selfridge AFB, Mich., July 30-Aug 13.

AIR TERMINAL SQUADRONS

8465th, McChord AFB, Wash., July 10-24; 8467th, Travis AFB, Calif., Aug 7-21; 8473d and 8474th, McGuire AFB, N. J., Sept 17-Oct 1; 8455th and 8456th, McGuire AFB, N. J., July 31-Aug 14th; 8478th, 8479th, 8480th, Charleston AFB, S. C., July 3-17, Aug 15-29 and July 16-30, respectively; 8458th, 8459th, McGuire AFB, N. J., July 17-31 and Aug 13-27, respectively.

AACS SQUADRONS AND DETACHMENTS

11th AACS Sq and Dets #1, 2 and 3, North Field, S. C., Aug 13-27; Dets #4 and 6, Robins AFB, Ga., July 9-23, and July 30-Aug 13, respectively; 12th AACS Sq and Dets #1, 2, 3, 4, 5, 6, and 7, Hamilton AFB, Calif., July 11-24; 13th AACS Sq and Dets #1, 2 and 4, Ellington AFB, Texas, July 16-30, July 31-Aug 14, July 31-Aug 14, and July 16-30, respectively; Dets #3, 5, 6, and 7, Robins AFB, Ga., Aug 6-20, July 11-25, Aug 20-Sept 3, July 23-Aug 6, respectively.

GEEIA SQUADRON

11th, Tinker AFB, Okla., June 12-26.

USAF HOSPITALS

619th, Chanute AFB, Ill., Aug 20-Sept 3; 620th, Keesler AFB, Miss., June 12-26; 622d, Carswell AFB, Texas, July 16-30; 625th, Wright-Patterson AFB, Ohio, July 31-Aug 14; 628th, Dover AFB, Del., Aug 21-Sep 4; 635th, Wright-Patterson AFB, Ohio, Aug 14-28; 637th, Keesler AFB, Miss., June 5-19; 640th, Sheppard AFB, Texas, July 10-24; 616th and 631st sites and dates to be announced at later date.

AEROMEDICAL EVACUATION UNITS

3d and 40th Gps, Travis AFB, Calif., July 2-16 and Aug 6-20, respectively; 4th Gp and Det #1, 45th, 46th and 47th Sqs, Scott AFB, Ill., July 16-30; 34th Sq, Kelly AFB, Texas, July 17-31; 7th Gp, McGuire AFB, N. J., July 30-Aug 13th; 37th Gp, Brookley AFB, Ala., July 11-25.

CASUALTY STAGING UNITS

51st Gp, Brookley AFB, Ala., July 27-Aug 7; 31st Sq, Lowry AFB, Colo., July 15-29; 32d Sq, Pope AFB, N. C., July 15-29; 33d Sq, McGuire AFB, N. J., July 11-26; 38th Sq, Brookley AFB, Ala., Aug 13-27; 39th, 41st, 42d and 44th Sqs, Travis AFB, Calif., July 16-30, July 2-16, Aug 6-20 and Aug 20-Sept 3, respectively; 52d Sq, Pope AFB, N. C., June 11-25.

FOCAL POINT *Sum*

Within recent years, an increasing number of Air Guardsmen and Air Force Reservists have had the opportunity to put their weekend training to stimulating tests in joint Air Force/Army airborne maneuvers. Our cover depicts a rising trend in this direction when the 1960 summer encampment season will see approximately 70 percent of all category "A" unit personnel furnishing direct and indirect support to Exercise "Brightstar/Pinecone III."

Brightstar/Pinecone III, the maneuver which kicks off during August 13-27 in the Fort Bragg area (N.C.) will involve the simultaneous airlifting of an entire pentomic airborne division and will stress rapid movement of airborne troops with Air Force troop carriers into a simulated battle area. Major General Henry Vercellio, commander of 19th Air Force, has been designated as over-all Air Force Commander of the operation, with Brigadier General Rollin B. Moore, commander of the 349th TCW, Hamilton AFB, Calif., as the Air Force Reserve Commander.

The general concept is to deploy the 101st Airborne Division plus elements of the 18th Airborne Corps headquarters into dispersal airfields around Fort Bragg. This will be accomplished by MATS' aircraft. Subsequent to this, TAC and CONAC troop carrier aircraft will transport these troops from the dispersal bases and execute a drop.

The Air Force will support the Army requirement to airlift approximately 11,000 troops and 6,000 tons of heavy equipment and plans to disperse approximately one battle group with necessary equipment at each one of five staging areas at Myrtle Beach AFB, S.C.; Shaw AFB, S.C.; North Field, S.C.; Donaldson AFB, S.C.; and Langley AFB, Va.

A major problem in an exercise of this nature is the safe and smooth scheduling of the troop carrier aircraft from active duty training sites into the small number of staging bases in order to accomplish the desired mission. There is also that portion of the assault phase of the operation requiring tactical and reconnaissance support.

The Air Force Reserve will provide approximately 500 C-119 *Flying Boxcars* and 30 C-123 *Providers* in support of the troop and cargo airlift. The Air National Guard will furnish 64 RF-84/F-86Hs, 36 RF-84/RB-57s and 16 SA-10 aircraft as their share of the tactical mission.

In addition to 14 out of the Air Force Reserve's 15 troop carrier wings slated for participation in *Brightstar/Pinecone III*, six Aerial Port Squadrons, elements of the AACS, two Casualty Staging units and an Aeromedical Evacuation Group also will be on hand.

Air National Guard Tactical Air Forces, commanded by Brig. Gen. Donald J. Strait, commander of New Jersey's 108th Tactical Fighter Wing, will set up headquarters at Pope AFB, N.C., on May 1. During *Brightstar/Pinecone II* the 108th Tactical Fighter Wing operating out of McGuire

Encampment 1960

AFB, N.J.; the 117th Tactical Reconnaissance Wing (Ala., Miss., and Ark.), operating out of Gulfport MAP, Miss.; the 143d Troop Carrier Squadron (R.I.), out of Otis AFB, Mass.; the 251st Communications Group (Ohio, Ill., N.C., Ark., and Ala.) operating from Springfield, Ohio; and the 157th Tactical Control Group (Mo., Ala., Ga., Tenn., Iowa and Wisc.) operating out of St. Louis, Mo., will represent the Air National Guard.

By functioning out of home bases they will be more realistic and effective in demonstrating mobility of force with communications and control groups holding the whole operation together through communications and radar detection spread from Otis AFB, Mass., to Gulfport, Miss. As part of the exercises, the 143d Troop Carrier Squadron, flying SA-16 *Albatrosses*, will drop special forces behind enemy lines, while the 108th and 117th will furnish tactical fighter support and tactical reconnaissance to Army forces on the ground. Approximately 5,000 Air Guardsmen will participate.

Considerable experience has enhanced the Air Force Reserve's contributions to troop carrier exercises. It participated in its first *Pinecone* exercise when the majority of troop carrier planes were C-46 *Commandos*—that being in 1956 when conversion to C-119 *Boxcars* was beginning to take place. In December of that year, weekend training jaunts began for troop carrier wings in a cooperative venture with 18th Air Force and Tactical Air Command in limited dropping of troops over the Pope AFB, Fort Bragg, N. C. area.

Exercise *White Cloud* gave the Reserve troop carrier wings their first taste of operating in the "big time" and on a much grander scale. Air Reservists flew 96 sorties, airdropped 461 personnel and dropped 295 tons of heavy equipment into various drop zones. Later in the exercise they flew 62 more sorties, dropped six personnel, airdropped an additional 10 and hauled 189 tons of heavy equipment to the battle zone.

Performance rating high on previous missions, the Air Force Reserve got an even bigger slice of the pie during *Darkcloud/Pinecone II* in the summer of 1959. Fifteen troop carrier wings and six Aerial Port squadrons teamed up with the Tactical Air Command and the 82nd Airborne Division. They airdropped 2,908 personnel, and nearly 2,000,000 pounds of equipment, and airdropped 483 personnel and 324,000 pounds of equipment.

The Air National Guard, which in the meanwhile occupies itself with several other missions for the Air Force (fighter interception for Air Defense Command), joined a *Pinecone* for the first time. Organized into provisional wings comprised of 39 F-84-Fs, 18 RF-84-Fs, 3 RB-57s and 15 SA-16 aircraft Air Guardsmen flew in *Darkcloud/Pinecone II* in support of Army requirements. They made 303 air-to-air combat sorties, 197 interdiction sorties, 68 close air support sorties, 32 photo reconnaissance sorties, 115 visual reconnaissance sorties, 49 special support (SA-16) sorties, and 124 training sorties for a total of 888. Total flying time was 1,307 hours.

Needless to say, such capable performance by Air Force Reserve and Air National Guard personnel has sufficiently impressed regular Air Force and Army commanders to the extent that an "operationally ready" stamp of approval has been placed on participating units.

AIR NATIONAL GUARD ENCAMPMENTS

ANG UNITS	TRAINING SITE	DATES
101st Air Def Wg, 132d & 134th FISq	Otis AFB, Mass.	June 18-July 2
103d Ftr Gp, 118th TFSq	" " "	July 2-16
104th Ftr Gp, 131st TFSq	" " "	July 16-30
102d Tac Ftr Wg Hq	" " "	July 23-Aug 6
102d Ftr Gp, 101st TFSq	" " "	July 30-Aug 13
143d TCSq	" " "	Aug 13-27
111th Ftr Gp, 103d FISq	" " "	Aug 13-27
116th FIWg, 116th & 165th Ftr Gp, 128th and 158th FISq	Travis Field, Ga.	June 5-19
125th Ftr Gp, 159th FISq	" " "	June 19-July 3
145th Ftr Gp, 156th FISq	" " "	July 31-Aug 14
135th Troop Carrier Sq	" " "	Aug 14-28
114th Ftr Gp, 175th FISq	Phelps-Collins Base, Mich.	June 11-25
113th Tac Ftr Wg, 121st, 104th, 142d & 167th TFSq	" " "	June 25-July 9
127th TR Wg, 107th, 171st & 172d TRSq	" " "	July 9-23
130th TCSq	" " "	July 9-23
123d TRWg, 165th, 117th & 154th TRSq	" " "	July 23-Aug 6
126th Air Def Wg, 126th Ftr Gp, 108th FISq	" " "	Aug 6-20
132d Air Def Wg, 132d Ftr Gp, 124th and 173d FISq	" " "	Aug 20-Sept 3
136th Ftr Gp, 181st FISq	Gulfport MAP, Miss.	May 29-June 12
136th Air Def Wg Hq	" " "	June 5-19
183d Aeromed Trnsp Sq	" " "	June 12-26
159th Ftr Gp, 122d FISq	" " "	June 12-26
137th Air Def Wg, 137th Ftr Gp, 185th & 127th FISq	" " "	July 30-Aug 13
117th TRWg, 106th, 160th, 153d & 184th TRSq	" " "	Aug 14-28
152d Ftr Gp, 192d FISq	Gowen Base, Idaho	June 11-25
161st Ftr Gp, 197th FISq	" " "	June 11-25
144th Air Def Wg	" " "	June 18-July 2
163d & 144th Ftr Gp, 196th & 194th FISq	" " "	June 25-July 9
124th Ftr Gp, 199th FISq	" " "	July 9-23
129th TCSq	" " "	July 30-Aug 13
128th Air Def Wg, 115th Ftr Gp, 176th & 179th FISq	Volk Field, Wisc.	June 4-18
121st TF Wg, 162d, 164th & 166th TFSq	" " "	June 18-July 2
131st TF Wg, 110th, 169th & 170th TFSq	" " "	July 2-16
118th TRWg, 105th, 155th, 180th & 174th TRSq	" " "	July 16-30
122d TF Wg, 113th, 163d & 112th TFSq	" " "	July 30-Aug 13
128th Ftr Gp, 126th FISq	" " "	Aug 13-27
101st Ftr Gp, 133d Air Trnsp Sq (hvy)	Grenier AFB, N. H.	July 9-23
106th Aeromed Trnsp Gp, 102d AMT Sq	Brooklyn NAS, N. Y.	June 11-25
107th Tac Ftr Wg, 107th & 105th Ftr Gp, 136th, 137 & 138th Ftr Sq	Volk Fld, Wisc.	Aug 13-27
108th Tac Ftr Wg, 141st Tac Ftr Sq	McGuire AFB, N. J.	Aug 13-27
109th Ftr Gp, 139th Air Trnsp Sq	Schenectady, N. Y.	May 28-June 11
112th Air Def Wg, 112th Ftr Gp, 146th & 147th FISq	Niagara Falls, N. Y.	Aug 13-27
119th Tac Ftr Sq	Atlantic City, N. J.	Aug 13-27
119th Ftr Gp, 178th FISq	Fargo, N. D.	June 11-25
120th Ftr Gp, 186th FISq	Great Falls, Mont.	June 11-25
133d Air Transp Wg (hvy), 133d Ftr Gp, 109th Air Trnsp Sq	Minneapolis-St. Paul, Minn.	June 11-25
134th Ftr Gp, 151st FISq	Knoxville, Tenn.	Aug 14-28
138th Ftr Gp, 125th Air Trnsp Sq	Tulsa, Okla.	July 30-Aug 13
140th Air Def Wg, 140th Ftr Gp, 120th FISq	Denver, Colo.	June 11-25
140th Aeromed Trnsp Sq	Reading, Pa.	June 11-25
142d Air Def Wg, 116th FISq	Spokane, Wash.	June 11-25
142d Ftr Gp, 123d FISq	Portland, Oregon	June 11-25
144th Air Trnsp Sq	Anchorage, Alaska	May 28-June 11
145th Aeromed Trnsp Sq	Scott AFB, Ill.	June 11-25
146th Air Trnsp Wg, 115th & 195th Air Trnsp Sq	Van Nuys, Calif.	July 9-23
147th Ftr Gp, 111th FISq	Ellington AFB, Texas	May 28-June 11
149th Tac Ftr Sq	Richmond, Va.	Aug 13-27
150th Aeromed Trnsp Sq	McGuire AFB, N. J.	June 11-25
151st Ftr Gp, 191st FISq	Salt Lake City, Utah	June 5-19
153d Ftr Gp, 187th FISq	Undetermined	June 4-18
156th Ftr Gp, 198th FISq	San Juan, P. R.	May 29-June 12
162d Ftr Gp, 152d FISq	Williams AFB, Ariz.	June 11-25
169th Ftr Gp, 157th FISq	Eastover, S. C.	Aug 14-28
182d FISq	Kelly AFB, Texas	June 5-19
188th FISq	Williams AFB, Ariz.	June 11-25
199th FISq	Hickam AFB, Hawaii	June 11-25

AIR MAIL



Q. I am a commissioned officer in the Air Force Reserve and was granted a delay of entry on extended active duty to continue my education. I recently received a Reserve Order which revokes my assignment to the Inactive Status List Reserve Section (ISLRS). Does this action affect my delay status?

A. No. Revocation of your assignment to ISLRS was an administrative action to return you to *Ready Reserve* status. The provisions of your delay are not changed by this change in assignment. This action was taken on all obligated Reservists assigned ISLRS by reason of delay.

Q. I graduated from medical school in June, 1946. I was commissioned in the Air Force Reserve as a captain in 1950, served on extended active duty from November 1952 to November 1954 as a surgeon and have actively participated in a Reserve unit since December 31, 1954. Am I eligible to receive constructive credit and an adjustment in my Total Years Service Date under PL 497 (AF Bulletin 3-1958)?

A. No. To be eligible for this adjustment, an officer must have served on extended active duty for compensation, after April 30, 1956.

Q. I am a Reservist, and when I have a question regarding my orders, is it proper for me to write to the signer of the orders by name?

A. No. Write to Headquarters, Air Reserve Records Center, 3800 York Street, Denver 5, Colorado, and your letter will be referred to the proper division.

Q. I enrolled in the Women's Army Auxiliary Corps on January 10, 1943, entered active service April 6, 1943, and remained on active duty until August 28, 1945. Please advise me if this service is creditable for retirement purposes.

A. Service in the Women's Army Auxiliary Corps after May 13, 1942 and before September 30, 1943 is creditable provided active service was performed in the armed forces after September 29, 1943.

Q. My Primary Air Force Specialty is 153, Navigator. I am a Captain in the Air Force Reserve. Can I be considered for recall at this time?

A. The program for the recall of qualified Navigators is still in effect. If you desire to apply, you should submit an AF Form 125, Application for Extended Active Duty with the United States Air Force, to the Air Reserve Records Center, 3800 York Street, Denver 5, Colorado. They will advise you concerning your eligibility. If you are assigned to a unit your request should be forwarded through your unit of assignment. (See Pentagraphs—"Recall Change.")

aerospace library



The Story of the U. S. Air Force Academy, MSgt Lawrence C. Landis, USAF (Rinehart, \$3.95). Presentation of the USAF Academy, its history, organization, operations, curriculum. Describes the physical plant, discusses cadet opportunities after graduation.

It's Your Life, Joe: An Expert's Advice On Air Safety, Colonel A. M. "Chick" Henderson, USAF (Ret.) (Vantage Press, \$2.95). Former Air Force parachute expert and Asst. Chief, Aero Medical Laboratory, WADC, writes an informative, entertaining narrative on the facts of parachuting and personal equipment for flyers. This cartoon-illustrated account is sound, professional advice for all who fly.

Climax At Midway, by Thaddeus V. Tuleja, (W. W. Norton & Co., Inc., \$3.95). An almost minute-by-minute account of one of the most dramatic and decisive naval engagements of the entire Pacific struggle—the battle of Midway. Based upon extensive research by the author, the story gives an illuminating review of the strategy of the Japanese high command and of our counterplanning.

War For The Moon, Martin Caidin (Dutton, \$4.95). An up-to-date account of US and Russian lunar probes of 1958 and 1959 and of US space exploration from early plans to Pioneer IV. Illustrated with photos and art by Fred Wolff.

Man's Reach Into Space, Roy Gallant (Doubleday, \$3.50). A beautifully colored illustrated account of the history, research, development and progress to date in man's efforts to prepare himself for physical survival in the hostile environment of space. Excellent, simplified round-up of USAF accomplishments in the field of aerospace medicine.

The Night Hamburg Died, by Martin Caidin, (Ballantine Books, Inc., paper-back novel, \$.50). A moving, detailed account of the flaming devastation that engulfed the second largest city of Nazi Germany, gutting more than 6,000 acres of the densely populated city and leaving more than 70,000 dead in its wake.

Window In the Sky: The Story of Our Upper Atmosphere, Homer E. Newell (Whittlesey House, \$3.00). A study of the troposphere, stratosphere, mesosphere and exosphere; composition, behavior, density, pressure, temperature, radiation and the phenomena which occur at these altitudes.

If you visit an Air Force base this summer, don't be surprised to see it partially taken over by teenagers. Some 45 bases in the United States and Puerto Rico are planning to play host to 10,250 Civil Air Patrol cadets, boys and girls, during June, July and August. The annual summer encampment program is a highlight of the CAP cadet program.

Civil Air Patrol teenagers in sharp uniform will be performing and training in many localities throughout the country this summer. For example, Strategic Air Command will take on the "lion's share" by hosting some 3,000 cadets at 16 SAC bases. Meanwhile, CAP teenagers in neat attire will be performing and training in other locales.

In March, 52 selected male cadets attended a six-day Jet Orientation Course at Perrin AFB, Texas. The course was divided into two parts—flight training, consisting of 19 hours, and academic training of 15 hours.

Like a falcon, the eyes of the Air Force Academy will be upon the lads and perhaps the young ladies of the Civil Air Patrol cadet corps for CAP's national drill competition. During the second week in July, the winning cadet drill team from each of Civil Air Patrol's eight regions and a team from the Hawaii CAP Wing and Puerto Rico CAP Wing will compete in the annual national drill competition. Of the 10 drill teams that competed in 1958 at Rockefeller Plaza, New York, two were all-girl teams which won their places in state CAP competitions. Hawaii cadets won first place in 1959.

An all-girl cadet Jet Age Orientation Course at Maxwell Air Force Base, Alabama, will provide CAP girls with an introduction into career opportunities for women in aviation and the roles women play in the service. The five-day course in August will permit the girls to learn more about the medical, technical, personnel and administrative fields open to women in the Air Force. The 52 outstanding young ladies are selected from their home states.

Few of this country's youth activity programs match the adventure, color, and human interest of Civil Air Patrol's International Air Cadet Exchange. Few make as notable a contribution to international friendship and understanding as does the IACE.

Every summer beginning in mid-July, the IACE airlifts the selected cadets of Civil Air Patrol to these foreign nations

for a three-week visit and brings back an equal number of air cadets from the same nations for a visit to the United States. In the United States, various CAP wings serve as hosts to the foreign visitors. The exchange is unique in the fact that it is conducted at no cost to the cadets. Accommodations and food are provided free by the host families or sponsoring organization.

The program provides our cadets with actual first-hand experience in learning something about the daily life of a foreign people. These youthful goodwill ambassadors stay in private homes in their host countries, share their host's food, watch him at work, join him in play. These young men are given the opportunity to tour historical and industrial centers of interest, visit air base installations, take part in local flying activities, meet famous public figures, and in many other ways gain some familiarity with the social, economic, cultural, and political-military aspects of a friendly foreign land.

The exchange in the United States will be financed by the Civil Air Patrol corporation and with donations from



industry and public-spirited individuals. The expense of the United States IACE activities overseas will be borne by the sponsoring foreign aeronautical agency.

The foreign cadets will meet in New York City on July 20, spend three days at the Waldorf-Astoria Hotel while visiting United Nations Hqs, New York City's Times Square, and many points of interest in the New York area, then travel to their host state.

The foreign cadets will meet again in Washington, D. C., on August 4 for three days where they will visit the nation's Capitol, the Pentagon and the White House before returning home.

Meanwhile, Civil Air Patrol cadets have been similarly honored in 18 foreign countries.

Your teenage son or daughter, you yourself, and perhaps your wife have much to gain by joining and supporting the CAP family and youth program.

PERFECT FIT!

An important part of the Civil Air Patrol's training program at various Air Force bases this summer will cover familiarity with standard equipment used by the Nation's air arm. This CAP trio is getting "checked out" in the use of the back-type Air Force chute.



CROSS COUNTRY



HIGH REENLISTMENT RATE—The District of Columbia's 113th Tactical Fighter Wing, ANG, claims a high reenlistment rate for the unit during calendar year 1959—92.2-percent, compared to the Air National Guard average of 84-percent for Fiscal Year 1959. The outfit reenlisted 188 of 204 airmen whose enlistments expired due to ETS.

MUSTER DAY IN PR—A thrilling maximum flight performance by a jet test pilot, free fall skydiving, parachute jumps, sentry dog demonstrations, a western type rodeo show, a Navy steel band and a dazzling stage show from Argentina were the highlights in a full day's program presented by the Puerto Rico National Guard in observing "Muster Day," February 21st. A crowd, estimated at 15,000 persons, witnessed the day's activities at the base facilities of the 156th Fighter Group located at San Juan's International Airport.

RECOGNITION—A CONAC certificate of recognition has been awarded the 9829th Air Reserve Squadron of El Paso, Texas. The award was made on the basis of the squadron's performance ratings for the fiscal year 1959. During the period the 9829th held the highest performance evaluations for the 2679th Air Reserve Center. The squadron is composed of Reservists from El Paso, Texas, Las Cruces and Deming, N. M. Lt. Col. Thorpe A. Mayes, Jr., is squadron commander.

THRICE CITED—The Air Force Reserve's 304th Air Rescue Squadron at Portland AFB, Oregon, has been cited by two major USAF air commands for outstanding operational achievements. MATS—Military Air Transport Service—awarded the unit its flying safety plaque for 1958 in recognition of its accident-free flying record, and CONAC chose the 304th for its flying safety award for the unit's achievement during April-September 1959. In addition the 304th was awarded an outstanding unit award by Fourth Air Force, its parent organization, for over-all operational achievements during July-December 1959.

OPERATION "SEAWALL"—Units of the 108th Tactical Fighter Wing (SD), New Jersey ANG, joined with Army and Navy units recently to participate in a New York-North American Air Defense Sector exercise. Target aircraft, F84-F *Thunderstreaks* of the New Jersey Air Guard staged out of Kindley AFB, Bermuda, making it another "first" for the Jersey men. Dubbed Operation *Seawall*, the mass exercise was a comprehensive test of the New York Air Defense Sector's seaward extension radars and defensive weapons, and provided the Air Guardsmen with tactical mission training in situations they would encounter as part of the Tactical Air Command should mobilization take place. The Air Guard planes served as the "enemy" operating from an overseas base.

short hops



IT'S A LONG JAUNT FROM LONDON to the Air Reserve Records Center at Denver, Colo.; but that's just what A/3C Sidney Samole did recently in his quest for first hand information about his personnel record and clarification of his draft status. A legal resident of Illinois, Airman Samole operates an importing business out of Great Britain . . . From a field of about 400 airmen assigned to the 305th TCSq, Tinker AFB, Okla., TSgt Otis J. "Joe" Burnett has been selected to receive the squadron quarterly Outstanding Air Reservist award. The squadron's commander, Lt. Col. Edwin J. Angelo, Sr., chose Sergeant Burnett for his leadership qualities, active participation and dedication to the Air Force Reserve program . . . An Air Reservist was among those singled out as top citizens of Pendleton, Oregon, at the recent annual banquet of the Senior and Junior Chambers of Commerce. District Judge Paul Thalhofer, a first lieutenant in the 9406th ARSq, was honored with the JCC's distinguished service award . . . Capt. Roy B. McQuatters, the only M-Day assignee flying at Reese AFB, Texas, was recently elevated to the position of command pilot after meeting the stringent Air Force requirements for this highest aeronautical rating . . . For its brilliant attainment in being named "outstanding squadron" in the 2657th AResC, St. Louis, Mo., for three consecutive quarter year periods, the 9672d ARSq has won permanent possession of a gleaming silver Commander's trophy . . . Capping a 42-year military career of active and Reserve duty in an informal ceremony on March 14 at Hamilton AFB, Calif., retiring Brig. Gen.

Harold P. Little, AFRes., received citation for outstanding service from Maj. Gen. Sory Smith, 4AF commander. General Little's Reserve assignment was chief of staff, 4AF.

GUARD NOTES: All-American football star Dan Laphear of Madison, Wisconsin, recently became a member of the Wisconsin ANG when he joined the 115th Air Base Squadron as an airman . . . TSgt Stan Johns, of the Van Nuys, Calif., ANG MARS (Military Affiliate Radio System) station, K6FEI, has taken a "hamster" under his wing in the person of Lt. Col. Robert E. Moist. Col. Moist, commander of the 2567th AresC, Van Nuys, has become a full fledged "ham" operator (call sign WV6JGD) and given a novice license as the first step toward getting a general license . . . Rhode Island Air Guardsman, Lt. Col. Robert M. Magown, has been selected to attend the USAF War College at Maxwell AFB, Alabama, and thereby fill the one and only space allotted to the entire ANG of the United States. Colonel Magown is currently commander of Rhode Island's 143d TCSq, at Hills Grove . . . A new mural painted by SSgt Don Jacobson of the 174th Tactical Reconnaissance Squadron graces the wall of the squadron dayroom at the ANG base in Sergeant Bluff, Iowa. The artist's colorful conception is a nostalgic picture of many historic aircraft of past years ranging from the RF-84F to the F-51 of WWII renown . . . Camaraderie and a festive spirit were much in evidence when Alaska Air National Guard members took time off to entertain the Arkansas Air National Guard at Kulis ANG Base during Operation *Little Bear* last February. The Arkansas Guardsmen were participating in the exercise.

USCOA

(Uniformed Services Contingency Option Act of 1953)



Within the next few years, a growing number of Air Force Reservists will have completed 20 years of military service, both active and inactive, for Reserve Retirement purposes. Although retired pay does not begin until age 60, it is mandatory that the Reservist make a decision in his 18th year of service regarding annuity payments (when in retired pay status) to his survivors in the event of his death. This decision is required by the Uniformed Services Contingency Option Act of 1953 which provides supplemental benefits to retired members.

Until the enactment of the Uniformed Services Contingency Option Act of 1953, members of the Armed Forces were obliged to provide their own means to insure income for their survivors should they die while in a retired status. The Contingency Option Act enables members of the services to set up a deferred annuity which is payable under separate options and consists of money paid at regular intervals to the retired member's survivors upon his death. It is a contributory system which deducts a portion of the retired pay and in turn pays survivors in amounts equal to one-half, one-quarter or one-eighth of the member's reduced retired pay. Reduced retired pay is that amount which remains after annuity payment has been made. Since there are so many variables as to the amount contributed and the amount received, a chart is provided below to estimate these factors.

There are four main options available under the plan which may be selected individually, or in combinations which would suit the retired member's needs.

- Option 1 is an annuity payable to, or on behalf of a member's widow. It terminates upon her death or remarriage.
- Option 2 is an annuity payable in equal shares to or on behalf of the children eligible for the annuity at the time each payment is due. The annuity terminates when there is no surviving child.
- Option 3 is an annuity payable to or on behalf of the member's widow and surviving child or children. The annuity terminates upon the death or remarriage of the widow, or, if later, upon the first day of the month in which there is no surviving child who is under 18 years of age and unmarried. There is an exception in the case of children over 18 who are incapable of supporting themselves.
- Option 4 is an annuity payable under the same terms and conditions as specified in Options 1, 2, 3, with the additional provision that no further deduction will be made from his retirement pay in the event he outlives his dependents.

If the Air Force member desires to provide more than one annuity, he may elect a combination of Options 1 and 2—with or without the provisions of Option 4—but in no case will the combined amount of the annuities exceed 50-percent of the amount of his reduced pay. In the case of a family in which the dependent widow and dependent child or children are living in separate households, a combination of Options 1 and 2 might prove more desirable than Option 3. A combination of Options 1 and 3 or Options 2 and 3 may not be elected since they are prohibited by law.

Eligible Air Force members may elect various options under the plan, however, it should be pointed out that annuity coverage is limited only to those lawful dependents of the member at the time of his retirement. *Dependents acquired after retirement are not eligible to receive benefits under this act.* At the time of retirement, the member might have a different lawful spouse from the one he had at time of election. Consequently, once an election is made for a widow, the eligible widow will be the spouse to whom the member was lawfully married at the time of his retirement. However, should the retired member outlive his spouse, and then remarry, the new wife will not be covered under the provisions of this act.

To take part in this special annuity plan, each Reservist must complete and sign AF Form 806 "Election of Options Under the Uniformed Services Contingency Act," have it witnessed, or forward it for witnessing, no later than midnight on the date he will have completed 18 years of creditable service for basic pay purposes. Any member who does not comply with the above requirements will not be eligible thereafter for coverage by this act.

The Uniformed Services Contingency Act of 1953 is so complex and contains so many variables it is recommended that Reservists desiring additional information visit their nearest Air Force unit to see a copy of Air Force Pamphlet 34-4-6 which explains the plan in detail. Close inspection of the pamphlet will reveal the approximate cost of the various options or combination of options.

Using average figures for a lieutenant colonel and a master sergeant, retiring on non-disability at age 60, with wife's age 57, the .1640 factor is used in determining the USCOA premium.

Lieutenant colonel	Master sergeant
\$155.22 —Retired pay for 20 years—	\$72.90
25.46 —USCOA premium—	11.96
\$129.76 —Reduced retired pay—	\$60.94
\$ 64.88 —Annuity to survivor—	\$30.37

RECALL CHANGE: USAF says the Weapons Controller (AFSC 1744) skill designated for recall in the grade of lieutenant in mid-November 1959, has been deleted from the current list of FY 1960 officer recall skills. This skill now reflects favorable current and projected manning. Consequently, input is no longer required through the Reserve officer recall procurement source. So far this fiscal year 241 Reserve officers have been selected for return to extended active duty. This includes 182 navigators, 8 pilots qualified in multi-engined jet bombers and SAC tankers and 51 non-rated officers. All selectees have been highly qualified in the skills in which they were picked for active duty.

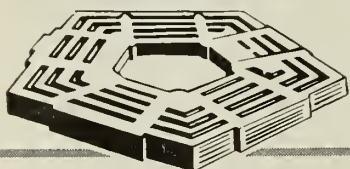
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USAF FILM CLIPS: USAF will begin releasing a series of historic aviation highlights on 50-second television film clips during the last quarter of this calendar year. Slated for use by newscasters, or as spot announcements, each film will be geared for release on the anniversary date of a specific event. One of the events will be the Wright Brothers' first powered flight on December 17, 1903. Aside from public service value of the films, they should provide an assist to local recruiters in stimulating interest in the Aerospace Age. Films will be taken from stock footage and produced by Air Photographic and Charting Service. USAF plans release of at least 52 clips of the film featuring an event of historical aviation importance each week.

SANITARY ENGINEER'S COURSE: Advanced training for Sanitary Engineer Reserve officers is scheduled in a two-week course during June 1960 at the U. S. Department of Health's Robert A. Taft Sanitary Engineering Center, Cincinnati, Ohio. A limited quota has been assigned to Reserve officers of each of the Services and those desiring to attend should apply as soon as possible through appropriate military channels. Courses in community air pollution and basic radiological health are offered in two sessions. Additional information may be obtained from Public Health Service regional offices, or by writing to the Chief, Training Program, Sanitary Engineering Center, 4676 Columbia Pkwy., Cincinnati, Ohio.

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KEY FEDERAL EMPLOYEES SCREENED: Ready Reservists holding key Federal positions have sometimes found themselves with conflicting instructions as to where they will serve in a national emergency. As key employees of a Federal agency, they have vital civilian duties, but as Ready Reservists they are likely to be called to active military duty when their civilian agency needs them most. Department of Defense wants to clear up this situation and has directed the military services to conduct a screening operation to permit removal from the Ready Reserve those employees who would not be readily available for active military duty in an emergency. Key Federal employees are those direct-hire civilians who hold critically important positions.



Pentagraphs

MOBILIZATION MANUAL: Air Force Manual 45-2 "Administrative Procedures for Mobilization of the Air Reserve Forces," began distribution to the field last month. The new manual covers a multitude of areas including personnel, logistics, medical, accounting and finance services. It also has a section devoted to procedures peculiar to the Air National Guard during a call to active military service.

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AIRCRAFT MAINTENANCE OFFICER COURSE: In fiscal year 1961, the Aircraft Maintenance Officer Course (Training Prospectus Course #ORR 4344) at Chanute AFB, Ill., will include instruction in the majority of job description elements. This is in contrast to previous years when instruction was specialized in limited elements of the job description. Class entry is presently programmed for 10 students every four weeks with class starting dates as follows: July 19, August 16, September 13, October 11, November 8, December 6, January 3, 1961, January 31, February 28, March 28, April 25, May 23 and June 29. Reporting dates are on the day prior to starting date.

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DRAFT GOES ON: Department of Defense says that the Army isn't the only service which drafts young men. The Air Force, Navy and Marine Corps still use the system, although nowhere near the Army's 6,000 young men or more per month. The Air Force and Marines pull in about one or two a month—these being members of Reserve components failing to meet non-active duty training obligations. They failed to attend drills and were inducted for two years service. As of last year the Air Force had 12 such "inductees" on active duty, the Marine Corps had 78 and the Navy had four.

ECI NOTE: The Extension Course Institute says that conversion to the new Electronic Data Processing system has taken a bit longer than anticipated. It had planned to return to daily processing of student records after conversion, but found that it would have to continue once-a-week processing indefinitely. Reasons: equipment limitations and unprecedented enrollment growth. ECI is still able to process new enrollments on a daily basis. Distribution of additional course material may be delayed, but new course material to newly enrolled students should proceed without any hitches. Student correspondence concerning records will be slowed, but not so with graded exam solutions.

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GUARD NOTES: NGB says the following courses will not be available to the Air National Guard during FY 1961—Air-Ground Operations School, Indoctrination and Specialist Courses; Reserve Officer Orientation, Squadron Officer and Command and Staff Orientation Courses; Non-Commissioned Officer Academies, Senior NCO Academy Courses and NCO Preparatory Training Courses; Reserve Refresher Training Officer and Airman Courses . . . The Air Guard has been allocated seven spaces in Class 61, Regular Course, Command and Staff School, Air University. Phase I, September 6-December 10. Phase II, January 2-June 9, 1961 . . . NGB has received a limited quota for officer-in-grade pilot trainees for FY 1961 . . . The Adjutant General of Puerto Rico has announced an air technician vacancy in the Puerto Rico ANG. Job Nr 14-04 Flying Training Instructor NGC-11. Must be filled by an officer meeting criteria of ANGM 40-01. Contact 156th Ftr Gp (AD), Puerto Rico ANG, Puerto Rico IAP, San Juan, Puerto Rico.

"The Soviet aerospace threat is increasingly pressing, diversified, sophisticated and ominous. The Soviet Air Force is the USSR's most dangerous weapon. Approximately 10% of its aircraft strength is in its long range air force of about 1,200 modern heavy and medium bombers. Included in this force are jet bombers comparable to our B-47's and B-52's. Complementing this strength is a rapidly growing intermediate and intercontinental range ballistic missile force."—Gen. Thomas D. White, Chief of Staff, USAF

On Changing Air Force . . .

In a recent presentation to Congress, Dudley C. Sharp, Secretary of the Air Force, made these significant comments on "our changing Air Force:"

"Change is evident in almost every area of Air Force activity and effort. Most evident and dramatic, perhaps, are the changing proportions of missiles and manned aircraft in our forces, with the missile proportion clearly in the ascendant at this time. This trend will continue for some time to come, with missiles—and eventually spacecraft—both complementing and replacing manned aircraft, wherever it is militarily advantageous and economically practicable to do so.

"What the ultimate 'mix' will be, no one can now predict with assured accuracy. However, we can say with certainty that we do not now foresee the time when missiles will have completely replaced manned aircraft in any of our mission areas, strategic, air defense or tactical. Nevertheless, a substantial increase in missile equipped units is planned for our combat force structure.

"Change appears also in the size of our forces and in the military strength which mans them. Technological progress in recent years has built into our advanced weapon and support systems great capabilities, which enable us to perform many tasks with fewer units and less personnel.

"As is the case with military equipment, it is also true in the case of military manpower that decreases in quantity place greater premiums on quality. In this area, therefore, we also seek change—change in the character of the force, to make it more truly a career, professional body. Progress is being made in efforts directed toward making the Air Force a more attractive career field—particularly in such areas as increased and more adequate family housing units, community facilities, and realistic and equitable financial incentives.

"In spite of all the changes which

have been and will continue to be made, however, the Air Force has been, it is now, and we intend that it remain, the most effective single military instrument with which to deter, and, if necessary, to overcome the primary military threat which faces us—**aerospace power.**"

On "Manhattan Project" . . .

Major General James Ferguson, vice commander, ARDC, speaks of Air Force missile projects in unequivocal terms:

"The development of Air Force intermediate-range and intercontinental ballistic missiles—*Thor*, *Atlas*, *Titan* and *Minuteman*—is the largest technical enterprise ever undertaken in the history of our nation, or the world. Beside it, even the Manhattan Project in World War II is overshadowed. In the present fiscal year alone, our expenditures for ballistic missiles and their supporting systems are costing in the neighborhood of \$2-billion.

"Involved in the program are 30 prime contractors, more than 200 major sub-



contractors, plus about 200,000 suppliers and vendors. Many of the nation's leading scientists have been—and are—serving as advisors to the Air Force on the complex problems that arise in the building of these missile systems. Along with the engineering and administrative talent in our own military agencies, these groups together make up a unique government-science-industry team . . .

"This team concept is peculiar to the Air Force. It is an outgrowth of the over-all development philosophy recommended by our Scientific Advisory Committee, seven or more years ago, when it became apparent that we would have to take advantage of every possible innovation in technical and management methods, if we were to produce an operational ballistic missile in time—as in fact we have done.

"The essence of this philosophy is to assemble the broadest available spectrum of the nation's total human and industrial resources, and to concentrate them on the solution of these . . . challenging problems in military engineering."

On Soviet Forces . . .

"Various statements made by Soviet officials indicate that they intend to concentrate their efforts on new and more powerful weapons while reducing numerical strength. Khrushchev said, 'In our time the defense potential of the country is not determined by the number of our soldiers under arms... [but], to a decisive extent, depends on the total firepower and the means of delivery available...'

"With respect to ground forces, the Soviet Union clearly outnumbers the United States, but a comparison of the ground forces of the Sino-Soviet bloc with those of the Free World allies, including the United States, is more favorable. Even if the force reductions announced by Khrushchev are carried through, Soviet ground forces will still be larger than ours. However, we have never considered it necessary to match the ground forces of the Soviet Union on a unit-for-unit basis..."—Thomas S. Gates, Secretary of Defense.



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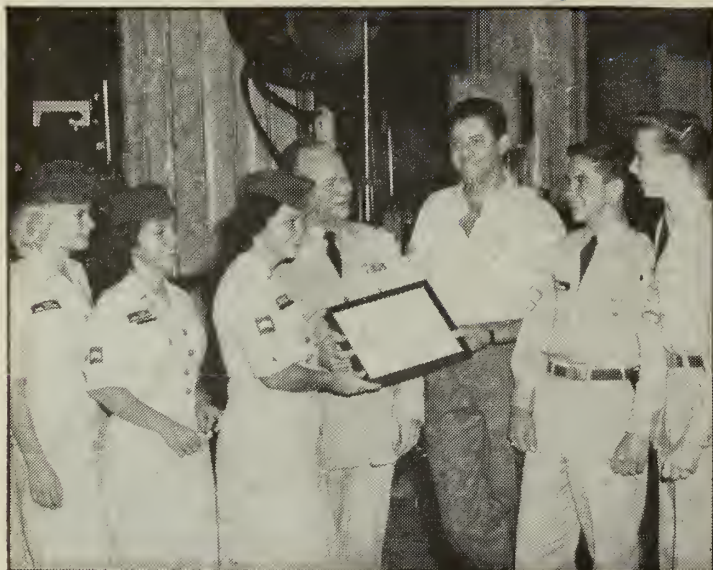


"Congratulations and Welcome Aboard," say former 459th TCW enlistees, Andrews AFB, Md., owners of direct Reserve commissions, as they learn MSgt. Harold J. Kuttler (seated) joins them soon. (l-r) Lt. Mox Fried, Cpts. F. X. McCowley, Alex Harrison, Lts. A. J. Burroughs, T. A. Lilly.



As a "final exam" after 132 hours of C-97 transitioning at Travis AFB, six aircrews of ANG's 146th Air Transport Wg., Van Nuys, Calif., prepare to flight to Tachikawa Air Base, Japan. Guardsmen had to take the course due to a January 1960 mission change from jet fighters to C-97s.

RESERVE CAMERA



Jerry Lewis, famed comedian, was recently named National Recruiter for CAP's 1960 cadet recruiting drive. Lt. Col. Joseph H. Friedmann, (left), CAP's Nat'l. Dir. of Information, presented Lewis the certificate of appointment as sharp looking cadets from Miami, Fla., were assisted.



Maj. John A. Forsythe, (l) commander, 304th Air Rescue Sq., and Capt. Jack S. Jardon, commander, 2345th AResC, both Portland, Ore., admire CONAC certificate, MATS plaque and a 4th Air Force trophy—awarded the 304th for its unblemished April to September 1959 flying safety record.

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THE AIR

Reservist



MAY 1960



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*The Air Force Reserve
and Community Relations*

...page 8



"Quote..."

"Each year during the past decade, the active and reserve components of our Armed Forces have joined with civil authorities and community leaders to give our citizens and the people of other countries an opportunity to become better acquainted with the military aspects of our national strength. This opportunity is offered on Armed Forces Day (May 21, 1960).

"It is America's hope and purpose to work continually toward peaceful adjustment of international differences, and it is fitting that Armed Forces Day again emphasizes the fact that our strength is dedicated to keeping the peace.

"Here at home the men and women of the Armed Forces are active members of the communities where they are stationed. Overseas they are ambassadors of good will, helping to create that climate of international understanding in which men can together build a world of justice, progress and freedom."

DWIGHT D. EISENHOWER,
President of the United States

THE AIR Reservist

Vol. XII—No. 5

AIR FORCE RESERVE AIR NATIONAL GUARD
CIVIL AIR PATROL



MAY 1960

Lt. Gen. William E. Hall
Commander, Continental Air Command

Col. Richard P. Haney
Chief, Office of Information, CONAC

EDITOR
Fred E. Giachino

ASSOCIATE EDITOR **STAFF WRITER**
Earl E. Lane TSgt David L. Sutherland

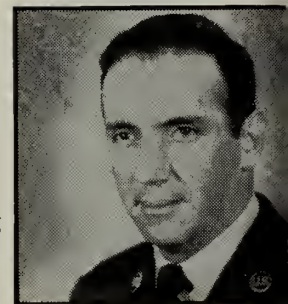
The Air Reservist is an official publication of Continental Air Command approved by the Secretary of the Air Force in accordance with Public Law 476, Section 259, 82nd Congress. This law directs the dissemination of complete and up-to-date information of interest to the Air Reserve Forces.

Editorial Office: The AIR RESERVIST
OI, CONAC, Mitchel AFB, NY

The material contained in The Air Reservist is listed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by the Secretary of the Air Force and the Director of the Bureau of the Budget 23 July 1958.

... PEOPLE



MSGT NICK GRAND, AFRes., 514th TCW, Mitchel AFB, N. Y., (and civilian information officer for the unit) had a hand in getting 100,000 C-119 *Flying Boxcars* rolling off the assembly line last month. The *Flying Boxcars* in question are authentic scale model kits, 13½ by 17½ inches, manufactured by a Long Island N. Y., plastics company. About a year-and-a-half ago MSGT Grand approached the plastics company with the suggestion they produce the C-119 in kit form. He sold the idea so well that the manufacturer agreed that the model's authenticity would be enhanced if it used the markings of an active Air Force Reserve unit. As a result, decals of the wing's number and the 336th TCSq insignia were included in the deal. Hardly a provincial thinker, Grand proposed another idea and insignia of the Fourth, Tenth and Fourteenth Air Forces are being included for those model-builders with localized preferences for the markings of their airplane.

LT COL. JAMES R. HAYDEN, AFRes., 9235th ARS and assistant superintendent of schools, Providence, R. I., has been looking for a way to introduce the true facts of Communism to his school system. Completing the first three lessons of the Staff Development Course, he discovered that the portion devoted to Communism was ideal since it presented the best method of getting the program off the ground. Utilizing the transparencies which accompany each chapter of the course, he presented them in a series of assembly programs at three junior and one senior high schools. The principal of the senior high school reported that the program was the best ever presented during the five years he had been in office. Pupils in the junior high school reported to their parents with such enthusiasm that several speaking requests from other organizations were received. In addition, the New Bedford Secondary Schools, in nearby Massachusetts, picked up the idea as part of their school assembly program.



CAPT. ROBERT CHERRY, operations officer for the 120th Fighter Interceptor Squadron (ANG), Buckley Field, Denver, Colorado, recently flew needed medical supplies to Casper, Wyoming in a T-33. The supplies were needed for a woman who was critically ill.

A few days after the flight, the woman's husband, Mr. W. Drew, wrote a letter to the Colorado Air National Guard. "... Unless one is faced with a similar situation, I am certain one could not fully appreciate this service. The service rendered by the Colorado Air National Guard was acknowledged on the front page of both the morning and evening papers here in Casper, and I am sure the people of the community appreciate this intrastate relationship. ... I extend to you my deepest gratitude and you are advised that my wife is recovering and will soon be with me again."



STAR STUDDED BRIEFING

Lt. T. W. Haase, 335th TCSq pilot, explains C-119 heavy equipment drop to the Air Force Reserve Forces Policy Committee. Lt. Haase was one of a number of Air Reservists to brief the delegation during recent visit to 514th TCW, Mitchel AFB, N.Y. Seven major generals, 13 brigadiers and high ranking civilians gathered for the Committee's first group visit to an Air Force Reserve unit.

... POLICY

ELIMINATION AND RETENTION of Reserve officers will be accelerated on July 1, 1960, when the provisions of Section 524 of the Reserve Officer Personnel Act (now incorporated in Title 10, U. S. Code) concerning mandatory elimination for length of service are effective. As a result of this and other provisions, increased numbers of Air Force Reserve officers will face eventual involuntary separation in the years to come.

Since current legislation requires a Reserve officer's "active status" be terminated under certain conditions, any Reserve officer not on an Inactive Status List or in the Retired Reserve will be affected, since he is in an active status. "Active status" in this case refers to the officer's status as a Reserve of the Air Force, not to his EAD or non-EAD status. Officers who face mandatory elimination will be discharged unless they transfer to the Retired Reserve or are retained to qualify for retirement pay.

Termination of a Reserve officer's active status is mandatory, barring the above cited exceptions, for failure of selection for promotion, and elimination due to age or service.

Current legislation, however, provides that under certain conditions some Reserve officers who otherwise would be involuntarily separated will be retained in an active status to qualify for retirement or retired pay, unless separated earlier for physical disability or for age.

A Reserve officer who has completed at least 18 but less than 19 years of satisfactory Federal service as of the date established by law for his elimination will be retained until completion of 20 years of satisfactory Federal service or the third anniversary of the date of elimination, whichever is earlier. Also, a Reserve officer who has completed at least 19 but less than 20 years of satisfactory Federal service as of the date established by law for his elimination will be retained until he has attained 20 years of satisfactory Federal service or the second anniversary of his elimination date.

Since specific questions concerning the elimination and retention of Reserve officers are invariably of an individual nature, queries should be addressed to the Commander, Air Reserve Records Center, Denver 5, Colorado.

A REVISION OF MOBILIZATION POLICIES (briefly mentioned in Pentagraphs, April issue) has been incorporated into Air Force Manual 45-2, as of February 5, 1960. The manual offers detailed guidelines on Air Force policy and procedures, including the primary actions necessary for immediate mobilization of Air Force Reserve units and personnel, logistics requirements, accounting and finance procedures, and medical examinations.

The revision formalized Department of Defense policy that Reservists who have been organized and trained to serve as a unit must be ordered into involuntary active duty only with their units. Later reassignment in the best interest of the service may be made when required. The revision also states that the Secretary of the Air Force has determined that *Ready* Reservists do not require a 30-day alert notice before entering on extended active duty, since their peculiar function is to augment the Air Force during war or national emergency. However, unless the Secretary of the Air Force determines otherwise, 30-day notices will be given when EAD results from a local war or limited emergency which requires only partial mobilization, or from a national emergency when an extended warning period permits gradual mobilization of personnel.

DEADLINE FOR SELECTION of an outstanding Air Reservist for the Air Force Association-sponsored "Outstanding Airman of the Year" Program is May 18. CONAC requires nominations in by that time from CONAC subordinate commanders so that the awards selection board can meet tentatively on May 25 at CONAC headquarters.

Selection factors in this annual search for the outstanding Reserve airman are hinged on leadership qualities, military bearing and attention to duty, participation in training activities, promotion of prestige of the Air Force Reserve, accomplishments in Air Force Reserve motivation and recruiting activities, character, loyalty, off-duty activities, and other outstanding accomplishments in support of the Air Force Reserve.

The Air Reservist picked to represent the Air Force Reserve will attend the AFA's annual convention in San Francisco, Calif., Sept. 21-25, as a distinguished visitor and will participate in banquets and social affairs in addition to other honors.

OUTLOOK:

Strategic Air Command ...Future and Present

Bridge to the Future

Air Force Chief of Staff General Thomas D. White, in a recent appearance before Congress, said that development of the Mach 3, B-70 bomber will mean breaching the heat barrier in sustained flight—an aeronautical breakthrough that could lead to aircraft with speeds of Mach 4, 5, or even 10.

General White said: "If we don't build something like the B-70 we are forever limited to a barrier at the speed of about Mach 2.4. I am sure that other nations will not stop the aeronautical development at any such artificial barrier."

Under questioning by Senators, General White revealed a number of little-known potentialities of this 2,100 mile-per-hour craft that put it in a new class, a new generation.

Wedded and adapted to other systems, it could become the most mobile and fleeting of long-range ballistic missile launchers and a launcher of military space vehicles, such as satellites. In such configurations it would be part of an Aerospace weapon system operating both in and beyond the sensible atmosphere.

General White answered the often-heard question about whether there will be a need for manned strategic bombers when the B-52 becomes obsolescent, which will be about the same time the B-70 could become operational. He said that the first thing about a manned aircraft that is necessary for the future "is its capability to be launched on less than certain information." It can be recalled if a warning of attack proves false. "Even if you have 15 minutes warning," he said, "you will launch this force and it's safe because it's in the air—whereas a missile must wait until somebody says go; and once it goes it can't come back."

There were other points brought out by the questioning:

- The B-70 is in a configuration that would permit it to be adapted for nuclear propulsion.

- The B-70 would travel the entire distance of its range—some 7,600 statute miles unrefueled—at a speed of roughly 2,500 statute miles per hour.

- There is a greater difference between the B-70 and the B-52 than between any two comparable airplanes—the B-47 and B-52, for example. In sustained speed this new generation would be an increase by a factor of three.

- If our Nation were attacked and the B-70 were flying in a forward area, say the Polar regions, it would be over its target before an ICBM launched in the U.S. could reach the target.

- For military satellites which must be launched in quantity, the B-70-type Aerospacecraft might be used as the first-stage booster to be reused many times at great savings.

- In the likely event that there will be a military requirement to intercept enemy satellites, the B-70-type craft would provide a platform and shooting angle that would simplify the task as compared with shooting from a point on Earth.

- The B-70 would be armed with long-range hypersonic ballistic missiles and could carry a number of nuclear weapons to several different targets.

Ability to react instantly to warning of attack is essential to deterrence for national security. Techniques for deterrence will change as new weapon systems become operational. Today, SAC's aerospace forces are ready with a ground alert system tailored to weapon systems such as the B-52, B-47, B-58, KC-135 and the Atlas missile. In the future, its alert system will be keyed to weapon systems now in research and/or development—highly advanced manned vehicles such as the B-70—and the more sophisticated ballistic missiles, plus satellites, and eventually, the piloted spacecraft.

Deterrent for the Present

Strategic Air Command recognized the fact several years ago that eventually it must be able to launch its strike force within minutes, or die on the ground. When it would be required to do this would depend on technological progress in weapon system development by the enemy. Plans for an immediate launch capability were begun in SAC's earliest days and were implemented for the first time on October 1, 1957, when a limited number of SAC aircraft went on a 24-hour-a-day ground alert at U.S. air bases overseas. Ultimate goal is one-third of the bomber force on runway alert.

Operation of this alert force requires a tremendous amount of hard, never-ending work. Bombers on ground alert are parked near the end of the runway. Maintenance crews constantly check and recheck each item of equipment, each part of the aircraft, so that it is ready to start its take-off roll at a moment's notice.

Bomber crews pull shifts of alert duty around the clock for several consecutive days. They sleep and eat near their aircraft. Their duty uniform is their flying clothing. They know their targets and the mission routes they must fly to reach them. Crews and aircraft, maintaining a state of constant readiness, are never more than a few minutes from being airborne at any time.

Recently SAC completed tests on a new procedure which enables it to launch retaliatory bombers many times faster than before. This innovation, under which bombers take off at closer intervals, streamlines pre-flight check procedures. The tests proved that *pre-flight checks could be accomplished while the bomber is taxiing*, and the pilot is able to apply full power and take off immediately upon reaching the end of the runway. With the new technique, aircraft can be air-

borne in a matter of seconds apart.

Once airborne, SAC's "positive control" guarantees that the bombers, should they be launched on an actual alert, will not touch off a war under "false alarm" warning. Under the dictates of positive control—formerly called "Fail Safe"—SAC's bombers would fly to certain points (all well short of enemy territory) and turn back to their bases, unless instructed otherwise by coded messages.

Continuing build-up of the ground alert force depends partly on SAC's dispersal program. Each SAC unit dispersed to another base puts another runway in operation. Each additional runway increased the number of combat aircraft SAC can maintain on alert status.

The governing factor here is the dangerously small time period SAC will have to launch its force after receipt of an attack warning. When intercontinental ballistic missiles become an operational threat from the Soviet Union, the warning time might not exceed 15 minutes.

This time factor, and the degree to which SAC combat units are dispersed, limit the bombers SAC can hold on alert and launch within predicted warning time. SAC has proved in tests that only a certain number of jet bombers can be launched from any one base within 15 minutes.

To further guarantee this nation a retaliatory force, SAC has tested an airborne alert concept whereby a certain percent of its bombers would be continually in flight, equipped to strike the enemy in the event of a surprise attack. The tests of this concept have proven successful and crews are being indoctrinated in this operation.

The overseas portion of this world-wide ground alert operation, termed *Reflex Action*, sends crews from SAC's state-side bases to overseas areas for short periods. Previously, complete wings rotated for 45-90 day periods.

SAC's overseas operation began in 1947 when four bombardment groups rotated to the Far East, beginning the development of the command's present global mobility. All bomber and tanker crews participating in *Reflex Action* carry their crew chiefs with them. A few more permanent support personnel are required at advance bases since the wing's logistical personnel in most cases do not accompany the aircraft. Obviously, *Reflex Action* does not require nearly as many people to support and maintain the smaller number of aircraft as did the former complete wing rotation.

The incorporation of missiles into SAC will not cancel the need for the alert forces. As far into the future as SAC can see, manned aircraft will be needed along with missiles to give the command a flexibility of operation impossible to attain by relying solely on one weapon alone. The alert concept is being applied to the missile force as it becomes operational.

Unknown to millions of U. S. citizens living in or around 21 widely-scattered cities throughout the nation, their hometowns are theoretically "bombed" dozens of times daily by SAC's B-47 and B-52 jet bombers. These 21 cities are the sites of SAC's Radar Bomb Scoring (RBS) detachments. Using a combination of radio and radar contact between aircraft and RBS sites, SAC can actually score the bombing effectiveness of each of its combat crews without having to drop a single bomb.

The electronic technique is, of course, a vastly improved version of the old method by which bomber crews aimed at circles drawn on sand or some other surface, then dropped sand bags or dummy bombs on these crude targets. Radar

bomb scoring permits crews to receive realistic training in the use of radar bombing against industrial targets. B-47 and B-52 navigator-bombadiers receive practice in recognizing cities, factories, buildings and other structures as they appear on their radar scopes.

SAC bombers, flying as high as 45,000 feet, make their practice bomb runs on their target cities, keeping in constant contact with the RBS site. The RBS radars "lock on" the on-coming bomber, tracking it automatically on a plotting board. Just before the simulated release of the bomb, the aircraft transmits a tone to the RBS site by radio. The aircraft then indicates its point of simulated bomb release by stopping the tone, which in turn causes the tracking mechanism to stop. The target and the radar site have been precisely plotted on the tracking board by this action.

By using figures on distance and direction of the bomber from its target, the aircraft's ground speed, heading and altitude, wind conditions, bomb-fall characteristics, and other data, RBS technicians can compute the accuracy of the particular bombing mission. This computation allows RBS personnel to tell exactly if the target were hit, and if not, by how far and in what direction it was missed. Utilizing radar bomb scoring, SAC crews can obtain invaluable realistic training in bombing day and night and in all kinds of weather.

Now entering SAC's inventory of weapon systems is the GAM-77 *Hound Dog* air-to-surface missile, which was ordered into production in November 1958. The *Hound Dog* is powered by a J-52 turbojet engine with 7500 pounds thrust, and will carry a nuclear warhead. The power plant is suspended in a pod below the missile itself. It is directed to its target by a self-contained inertial guidance system.

Initial use of the *Hound Dog* will be with the B-52G *Stratofortress* missile platform bomber now being delivered to the Strategic Air Command. While in flight the missile is suspended from a specially-designed pylon on the B-52 which contains monitoring and launching equipment.

In April 1959, the first live firing of the *Hound Dog* from a B-52 took place over the Atlantic Missile Range and successfully met its test objectives.

Armed with the *Hound Dog*, which has a range of several hundred miles, the *Stratofortresses* are able to destroy enemy defense installations that obstruct penetration to primary targets. The missiles can also be directed against primary targets without exposing the aircraft to local defenses.



Spurred by the clamor of a kloxon horn, a SAC B-52 alert crew scrambles to its powerful *Stratofortress* bomber. Daily, at SAC bases across the globe, this scene is re-enacted to improve crews' 15-minute reaction time.

PLANS . . .

THERE WILL BE NO JUNE ISSUE of *The Air Reservist* magazine due to Bureau of the Budget limitations. Therefore, the next issue will combine June and July material and is scheduled for distribution during the first week of July. . . . Numerous address changes still are being directed to the magazine instead of the Air Reserve Records Center, 3800 York Street, Denver 5, Colorado. All changes received are sent to Denver where rosters and magazine labels are prepared. A recent changeover to the RCA 501 computer system had slowed address changes at ARRC.

DEACTIVATION OF FOUR Air Reserve Navigation Training Squadrons began last month with complete phase out scheduled by June 25. Units affected are the 8516th, Niagara Falls Municipal Airport, N. Y.; 8509th, Brooks AFB, Texas; 8523d, Billy Mitchell Field, Milwaukee, Wisc.; and the 8504th, Richards-Gebaur AFB, Mo. Economy reasons brought about the deactivations and every effort is being made to channel the Air Reservists involved into other Reserve activities, such as troop carrier wings, Air National Guard C-97 program, or other Reserve navigation squadrons.

REORGANIZATION OF AIR TERMINAL UNITS (AFRes) will take place about June 8 when the present 13 squadrons will be deactivated and 12 new units activated in their place. Currently, units vary in size and organizational structure. One unit will be lost in the forthcoming reshuffling but each of the remaining 12 will be larger and identical in structure. The MATS-recommended, USAF-approved plan calls for air terminal units to be located within all three of the numbered air forces, at either MATS bases or Reserve troop carrier bases. Logistic, administrative mission support will be furnished by the individual bases at which the air terminal units are stationed. The new squadrons will be manned with seven officers and 93 airmen. While the present system was organized on an individual member basis to augment existing MATS units, the new plan calls for them to serve as individual units in the event of mobilization. Air terminal personnel who lose their current assignments will get first priority for entry into other Category "A" units.

. . . MISCELLANY

THE OMNIBUS BILL (HR 8186), amending Titles 10 and 14, U. S. Code, which passed the House in May of 1959, goes before the Senate Armed Services Committee for a tentative hearing on May 17-18. Covering a variety of changes in the so-called ROPA Act, there are three features of interest to the Air Force which will:

- Authorize the Air Force to make unit promotions (individual positions) in excess of the ceiling authorized by law.
- Eliminate the "pusher clause."
- Equalize promotion and elimination features between Regular and Reserve nurses and medical specialists.

AIR GUARD'S "SPAATZ TROPHY," along with the Air Force Association's "Outstanding Unit Trophy," has been won by Indiana's 163d Tactical Fighter Squadron (ANG), Baer Field, Ft. Wayne, Ind. The 163d set an all-time Air Guard record in amassing a perfect 1,000 points in the Spaatz competition. The coveted trophies are awarded each calendar year to the most outstanding tactical flying unit in the Air National Guard. The units are rated on tactical, technical, administrative and logistical efficiency.



coming events

MAY

Exercise Elk Horn, TAC exercise in conjunction with Continental Army Command, Yakima, Washington, May 9-23.
Reserve Forces Policy Board Meeting (DOD), The Pentagon, Washington, D. C., May 12-13.
Armed Forces' Week, May 14-22.
Fourth Annual Reserve Navigation Competition, Ellington AFB, Texas, May 22-29.

JUNE

Second Annual Pistol Matches, Lackland AFB, Texas, June 6-11.
325th Fighter Group 15th Reunion, Rehoboth Beach, Del., aware, June 17-18.
ROA Convention, New York City, N. Y., June 29-July 1.

AUGUST

Brightstar/Pine Cone III, Ft. Bragg, N. C., August 13-27.

SEPTEMBER

AFA Convention, San Francisco, California, September 21-25.

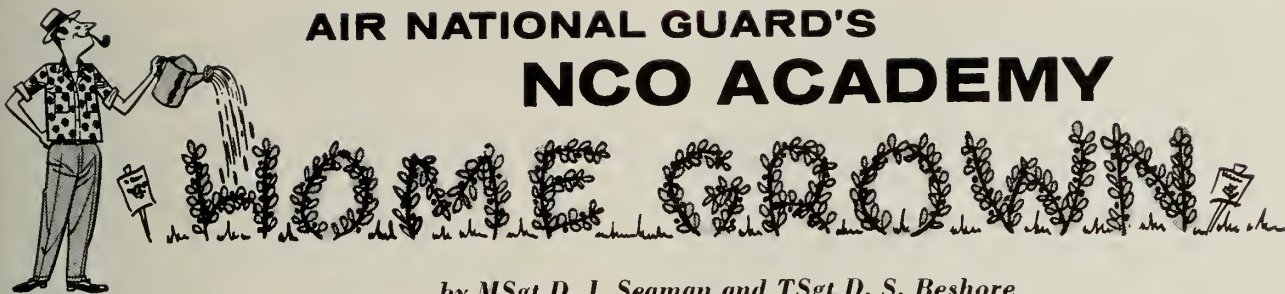
SIXTY-FIVE AIR RESERVE NAVIGATORS from CONAC's Tenth and Fourteenth Air Forces were among the 627 Air Reservists praised by Military Air Transport Service Commander Lt. Gen. William H. Tunner for their participation in the March 14-28 *Exercise Big Slam/Puerto Pine*, largest peacetime military airlift deployment ever held. The Air Reserve navigators augmented MATS crews manning the 220-aircraft armada during the long overwater flights.

In his congratulatory message to CONAC Commander Lt. Gen. William E. Hall, General Tunner singled out the 283 CONAC and 344 MATS Reservists for their outstanding performance and sent his ". . . personal appreciation and thanks to all Reservists who helped make *Big Slam* a success."

Exercise Big Slam/Puerto Pine, a joint Air Force-Army maneuver designed to test the mobility of the Strategic Army Corps and the capability of MATS, involved the airlift of about 20,000 Army troops and 12,000 tons of equipment from U. S. bases to the Ramey AFB-Roosevelt Roads NAS area in Puerto Rico and return.

THREE AFRes RESCUE SQUADRONS, the 302d, Williams AFB, Arizona; 304th, Portland International Airport, Oregon; and 305th, Selfridge AFB, Michigan; have won the Military Air Transport Service's Accident-Free Flying Safety Award for 1959, Continental Air Command officials announced. The award represented two consecutive years of accident-free flying for the 302d and 304th and the first for the 305th. According to Brig. Gen. Joseph A. Cunningham, commander of MATS' Air Rescue Service, all three squadrons have maintained outstanding accident prevention programs.

THE "AIR FORCE GUIDE FOR RETIREMENT," AFM 34-4-3, detailing retirement policy, procedures and benefits is distributed by the Air Reserve Records Center, 3800 York Street, Denver 5, Colorado. However, an Air Force Reservist's eligibility for a copy is based on his completing at least 14 satisfactory years toward retirement on his 54th birthday, whichever is earlier. Those not meeting the above requirements will not receive the pamphlet.



AIR NATIONAL GUARD'S NCO ACADEMY

by MSgt D. J. Seaman and TSgt D. S. Beshore

In order to improve the quality of noncommissioned officer leadership in their Air National Guard units, the 271st Communications Squadron and 211th GEEIA Squadron, Pennsylvania ANG at the Harrisburg-York State Airport, New Cumberland, Pennsylvania, established their own NCO Academy.

The continuing need for top grade leadership among Air National Guard NCOs continues to grow. With the increase in complexity of men and materials in the Air Guard, leadership has become more complex. In these changing times, the noncommissioned officer faces a growing challenge in the performance of his duties and in justifying his position in the Air Force.

Leadership is not easily obtained—it must be developed through growth of the mind. This much was realized when MSgt John Ganhann, first sergeant of the 271st Communications Squadron, applied for and was accepted into the Military Air Transport Service NCO Academy at Orlando AFB, Florida. After graduation, Ganhann brought back with him all the aims and ideals of an NCO academy and most of all a reaffirmation of the need for this training for all the NCOs at his station.

Sergeant Ganhann encouraged other NCOs to attend a Regular Air Force NCO academy. However, the ranks of the ANG are filled with men who must place first emphasis on their civilian jobs, since they cannot take time off to attend these schools. As a result, only a handful of NCOs were able to avail themselves of this opportunity: three attended NCO preparatory academies and three went to senior NCO academies. Shortly thereafter, the National Guard Bureau put a freeze on applications of ANG personnel for Regular Air Force NCO academies due to budgetary limitations.

In November 1958, Sergeant Ganhann proposed the interesting alternative of bringing the schools to the unit. The program was set into motion with schedules, classroom space—even an academy crest to lend substance and generate esprit-de-corps.

The first class was initiated among the NCO Air Technicians on the base. Sergeant Ganhann instructed one-hour classes daily. The MATS curriculum was followed closely and consisted of such items as: military justice; Air Force history; human relations and leadership; supervision and management; communicative skills; training methods; military courtesy; customs and protocol; and drill and ceremonies. The total academic time came to 145 hours.

The course proved so successful that in February 1959 a second class was formed. This class, made up of non-Air Technician NCOs, attended classes every Wednesday night for three hours, following the same curriculum set up for the Air Technician class.

Summer training and subsequent preparation for the annual Federal Inspection interrupted the activity of the academy. The classes were resumed in November 1959 and the first class grad-

uated on January 30, 1960. Graduation ceremonies were held at a military ball sponsored by the "not-yet-existent" Pennsylvania Air National Guard Non-Commissioned Officers' Academy Alumni Association. Deputy Adjutant General of Pennsylvania for Air and Chief of Staff Hq, Pennsylvania ANG, Colonel Richard B. Posey, presented diplomas to the first graduates and in so doing lent official sanction to the academy.

The second class graduated in March and another class will be formed and the cycle will be repeated. This time, however, there will be more instructors to perform the task that Sergeant Ganhann has been shouldering up to this time. Four graduates of the first class are receiving advanced training on instructing techniques so as to relieve Ganhann of some of his burdensome duties in future classes.

To keep alive the spirit and ideals that the academy has instilled in its members, the alumni association has been formed for all graduates of NCO academies, both ANG and Regular Air Force. The objective of this organization is to further these ideals and keep up the standard that has been set up to insure better quality in the NCO Corps.

ANG NCO ACADEMY

First graduating class of The Pennsylvania ANG's Noncommissioned Officers' Academy are shown at a military ball celebrating the event. Front row (l-r) TSgt Donald S. Beshore and MSgt John Ganhann (instructor). Back row (l-r) MSgt Donald J. Seaman, SSgt Percy C. Sites, TSgt James E. Finnen, TSgt Henry S. Harte III, and MSgt Romeo Tomeo.



This being the Aerospace Age, the Air Force out of necessity has had to intrude itself upon the comfort of the civilian populace. The willingness of the public to accept these intrusions—such as sonic booms depicted on the cover—is based on a thorough understanding of the situation. How can they gain this understanding? Certainly, here is an area where the great potential of the Air Force Reserve information capability can be employed to better public understanding, cooperation and support of Air Force problems.

It was a warm afternoon, and the sun's rays slanted through the kitchen window. Angela Jamison was clearing the luncheon table. The kids had gone back to school, and with the exception of the rattling of dishes and silverware it was a fairly peaceful scene. Suddenly from outside came the sound of an explosion—louder than any thunder clap. Angela almost

FOCAL POINT:

dropped a dish, but recovered nicely, then sighed philosophically and went back to work.

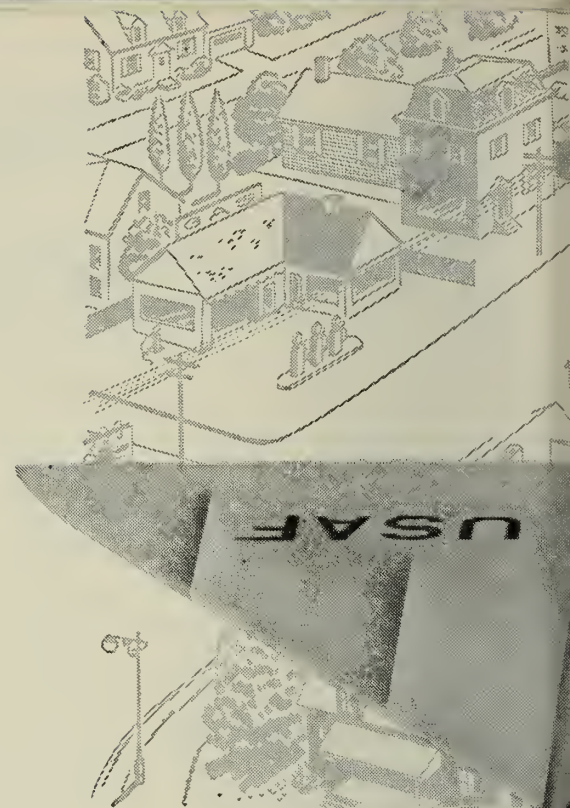
The scene took place in Fort Walton Beach, Florida, just a short way from Eglin Air Force Base, and it was one repeated in hundreds of households in the city. The explosion was a sonic boom caused by an Air Force supersonic jet.

The first time it had happened, a long time ago, Angela's reaction was panic. The early radio reports that day only confused and heightened the fear she felt for her family and herself. That evening the mystery was resolved with an explanation by the Air Force that the *sonic boom* had come to Fort Walton Beach.

Unfortunately, the sonic boom is not restricted to communities adjacent to Air Force installations. For example: If an F-105 *Thunderchief* flew at supersonic level flight on a direct line from New York to San Francisco, it could create a continuous sonic boom 35 to 50 miles wide along a 3,000-mile corridor. The Air Force avoids supersonic jet flights over land areas whenever possible.

The Air Force is fortunate in having information personnel to handle the problem adjacent to Eglin AFB. But what about the other areas which are affected just as seriously? A nationwide sonic boom information program has been underway for some time, but this can only alleviate a portion of the problem—it is necessary to repeat a *personal* approach achieved in Fort Walton Beach. But how? *By utilization of Air Force Reserve information personnel as a direct link between the civilian community and the Air Force.*

Reservists have close personal ties with the community and can assist the Air Force with projects similar in nature to Fort Walton Beach. There are many other areas which the Air Force feels are important and indirectly related to its

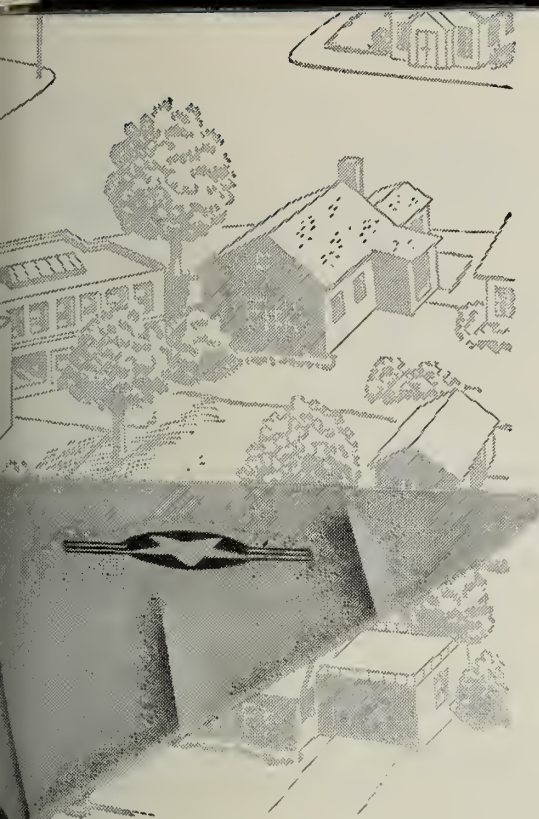


The Air Force

more pressing problems of sonic booms, jet noises and aircraft operations. This being the Aerospace Age, the emphasis is shifting to missiles and flight beyond Earth's atmosphere. From the long range viewpoint there are problem areas now in the embryo stage which should be paced with public understanding, cooperation and support as they develop.

The Reserve has hundreds of qualified information personnel scattered throughout the country and maximum use of their services is the objective. These Reservists have been organized under the Air Reserve Center program as classes (where authorized), which are often assigned practical projects of value to the Air Force. Within the past year a concerted effort has been made to remove limitations which have restricted the growth and effectiveness of this program.

For several years, the Air Force Reserve has been assisting the Air Force with many information projects. Recently, thousands of current background material and SAC Radio Service tape recordings, developed by Strategic Air Command, were sent to established Air Force Reserve information classes (unofficially known as information flights). At present, a similar job is being undertaken for Tactical Air Command. Many of the SAC tape recorded interviews were placed with local radio stations and incorporated into news programs as new features. Background material has found its way into newspapers and public speeches and has been made available to editors of local newspapers. Nation-wide exposure has been limited only by the few such Air Force Reserve organizations now in existence.



Air Force Reservists eligible to receive job proficiency training under the new plan will be officers and airmen possessing 72 career field AFSCs; officers and airmen possessing appropriate 23 career field AFSCs; and airmen possessing either the 22331, 22351 or 22371 AFSC to provide an illustrating capability.

Air Force Reserve information personnel are particularly suited to projects comparable to Fort Walton Beach. They may easily fill a similar role as played by personnel from Eglin AFB by using the same simple, but effective measures. For example: Once the initial shock had passed in Fort Walton Beach, there was a wave of indignation within the community. Aside from this trespassing upon the city's peace and quiet, there was the disturbing rumor that sonic booms were capable of inflicting damage upon such fragile items as picture windows, crockery and even wall structures. Whatever ill feelings resulted were directed at the Air Force and more locally at nearby Eglin Air Force Base, which is the home of the Air Proving Ground Center, and the scene of much military activity.

As far as the Air Proving Ground Center was concerned, Eglin was its most immediate problem. But, as it well realized, the problem was going to get worse before it got better. APGC turned its information staff loose to soothe community feelings in Fort Walton Beach and to build some area of

Reserve and Community Relations

Under a new plan, effective September 1960, all classroom training for Air Force Reserve information personnel will end. Qualified Reservists will be attached to the Staff Information Office at the Air Reserve group or squadron level, without limitation in numbers. Their training will be supervised and consist of working on assigned projects on a job proficiency basis. For example: They may plan and operate an internal information program for their unit, as many already have been doing. This would include such things as publication of the unit newspaper and assisting with the Commander's Call Program. The professional newspapermen, broadcasters, illustrators and photographers who make up this Reserve

potential may be assigned various projects dealing with the community. More specifically, they would prepare, write and participate in furnishing material for use in newspapers, or on radio and television programs concerned with military affairs. They would prepare and execute a plan to promote the Air Force Aerospace Books Program through local public libraries, book stores and through local university, college and high school libraries. Reservists would organize and operate a speakers bureau to provide qualified speakers to present authoritative talks on Air Force topics before civilian groups. They would also be utilized to prepare, supervise and implement plans to exploit Air Force Reserve motivation material.

For those Reservists in non-pay status, points may be awarded for time devoted to projects. Normally, points will be awarded on the basis of one point for every four hours of work on a project (job proficiency training).

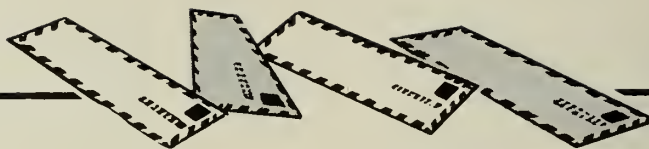
understanding which would make the explosions acceptable—even if reluctantly.

First step in the program was to acquaint the populace with the facts of the case—what caused sonic booms, what Air Force measures were being taken to minimize them and exactly what, if any, damage they cause. The project delved into all aspects of public information and community relations which consisted of close contact with every civic group. Every medium of communication was used—newspapers, radio, television and speaking engagements. Gradually, the population began to talk "sonic boom" and take closer personal interest in the Air Force and, in particular, Eglin Air Force Base.

The project proved successful, but it will be a continuing one as long as sonic booms exist in Fort Walton Beach. However, what has been achieved is exemplified in a recent proclamation made by Mayor Hilary Stewart in which he named the city "The Home of the Sonic Boom." He said, "We have learned to accept the occasional sonic boom we hear as a symbol . . . For us in particular, the sonic boom is indeed The Sound of Security."

In the Aerospace Age it is not inconceivable that problems such as jet noise, sonic booms and other aircraft disturbances, in addition to new military concepts, will continue to grow. With literally scores of Air Force Reserve information staffs available throughout the country, the Air Force will be able to set into motion any project which needs the cooperation and understanding of the public. This service by Air Force Reservists stands on its own merit in point of value. What makes it even more attractive and promising is that maximum utilization of a dedicated group of Americans may be realized without adding additional burden to our defense budget.

AIR MAIL



Q. I am a Reservist assigned to a TCW as an A/2C with PAFSC of 70250. As a college graduate with a major in accounting, is it possible for me to apply for a commission?

A. No. At the present time, direct appointments in the Air Force Reserve are limited only to individuals possessing qualifications in the Medical, Chaplain and Legal career specialties.

Q. As a Reserve airman assigned to NARS (Non-Affiliated Reserve Section) am I entitled to take United States Armed Forces Institute (USAFI) courses?

A. No. As a Reservist not on extended active duty you are not eligible to take USAFI courses. However, you are eligible to take ECI courses. Application forms can be obtained from any regular Air Force unit, Air Force Reserve unit, or by writing directly to the Extension Course Institute, USAF, Gunter AFB, Alabama.

Q. Is there any Government life insurance available to Ready Reservists or is there any organization that writes life insurance especially for Air Reservists?

A. There is no Government life insurance written specifically for Reservists. However, it is possible that you may be eligible for National Service Life Insurance. In this connection, your nearest Veterans Administration office can provide the desired information.

Q. I am an inactive Reservist. When, where, and at what functions may I wear my Air Force uniform?

A. Air Force Reservists not on extended active duty and residing in the U. S. or its territories or possessions may wear the uniform on occasions of military ceremony; at military social functions and informal gatherings; when engaged in military instructions; or when responsible for military discipline at an educational institution.

Q. I am a Reserve officer not on active duty and am interested in visiting Alaska via military aircraft on a space available basis. May I take my dependents with me?

A. There is no known provision in current directives to allow members of the Reserve components to travel to Alaska or to any overseas area on a space available basis. Travel of dependents in military aircraft is prohibited unless the travel is performed in connection with a permanent station assignment of the principal while on extended active duty.

Q. Upon completion of ROTC, I did not receive a Certificate of Commission. Only evidence of commission is on mimeographed orders assigning me to a particular Reserve unit. Is it possible to obtain such a certificate?

A. It is possible for you to obtain a Certificate of Commission by writing to Hq, Air University, Maxwell AFB, Alabama.

aerospace

library



Rockets Of The Air Force, Eric Bergaust (G. P. Putnam's Sons, \$2.50). A photo-caption presentation of all Air Force rockets and missiles, with connecting narrative. Foreword by B/G Homer A. Boushey, USAF. (Recommended for the young adult).

Aircraft And Missiles, D. M. Desoutter (John De Graff, \$7.50). An illustrated basic text and reference covering the complete field of aeronautical engineering and related fields. Chapters also deal with the behavior of atmosphere, flight theory, operational aviation, aerospace medicine, missiles, flight history, aerospace research and development, official air records, aircraft designation, and aero glossary.

Massive Retaliation: The Policy And Its Critics, Paul Peeters (Regnery, \$5.00). An analysis of the international and military record of the present Administration against the broad criterion of public understanding. It presents the doctrine of massive retaliation, analyzes the various arguments against it, and studies the patterns of public discussion in America as they are revealed in the massive retaliation debate.

Bombers In The Sky, Arch Whitehouse (Duell, Sloan & Pearce, \$3.00). Eleven fiction-based-on-fact stories about bomber pilots and crewmen who fought in the skies over Europe, the Mediterranean and the Pacific during World War II, previously published in major commercial magazines.

Gateway To Space, Charles Coombs (W. R. Morrow, \$3.95). The highly illustrated story of the Air Force Missile Test Center, Patrick AFB, Fla., the missiles, the men, facilities and operations at the test launching site at Cape Canaveral, and the downrange tracking sites. Other topics include the general history of missiles and rockets, the development of US missile accomplishments to date, specific major launches of satellites, space probes and operational testings, and the research and development to prepare man for spaceflight. (Recommended for the young adult.)

Famous Bombers Of The Second World War, William Green (Hanover House, \$3.95). This companion volume to the recent fighter book of the same name, is a complete reference-history of 12 major bomber aircraft, English, American, German and Italian. Narrative considers research development, manufacture and operational history, mode of variation, design and operation specifications. Illustrations include ground and air photos, line drawings showing mode of evolution and artistic three-view silhouettes.

The mighty flood waters of rivers on the rampage this spring took a heavy toll of life and destruction in the mid-west as thousands were made homeless. But not everyone fled before the wrath of the rivers. For the Civil Air Patrol this was but another challenge by nature, and CAP members responded courageously and worked tirelessly alongside National Guard, Civil Defense, and regular military units rushed into the disaster areas. Civil Air Patrol once again proved itself in time of need, and re-emphasized its boast, "Always Ready for any Emergency."

The ravages of flood, fire, and wind are not generally considered within the scope of the military, yet annually these rampant forces of nature challenge the men and equipment of the Air Force, Air Force Reserve, Air National Guard, and the seniors and cadets of more than 1900 Civil Air Patrol units organized throughout the United States, the District of Columbia, and Puerto Rico.

Unlike the American Red Cross and Civil Defense, Civil Air Patrol is a civilian auxiliary of the U. S. Air Force, and while search, rescue and disaster relief are primary roles, this big, little brother of the Air Force runs the gamut of aviation education for youth to air-dropping baled hay for cattle stranded in blizzard-swept, back country.

More than 70,000 voluntary members of CAP stand ready across the nation to cope with the havoc created by natural disasters. The courageous men and women of CAP who turn out to combat these forces of nature are rescue workers skilled beyond the capacity of average volunteers. They are equipped with radio and are experts in its use. They supply portable generators and emergency electrical equipment. They know first aid and how to apply it. They handle evacuations, direct rescue operations, and help maintain order where chaos follows in the wake of disasters.

When the heavy snows began to melt in the mid-west this spring, floods threatened many areas in South Dakota, Nebraska, Kansas, Illinois and Ohio. The Tenth Air Force at Selfridge AFB, Mich., placed the Nebraska Wing, CAP on an emergency basis. The CAP radio net went into immediate action, and in the Ashland area where there are excessive floodings, CAP had the only radio operating. CAP coordinated with the Citizens Band Radio League and the Sarpy County Civil Defense agency.

Capt. Harry Reese of the South Omaha squadron flew to Columbus, Neb., with 20 pints of blood, urgently

needed by two hospitals. CAP worked in close cooperation with the Air Force, Air National Guard and the Army, as well as Red Cross and Civil Defense.

At Sioux Falls, South Dakota when the flood situation became critical, Governor Ralph Herse, an active member of CAP, alerted CAP personnel, aircraft, mobile units and communications stations to stand by to assist National Guard, Civil Defense and Air Force units.

Similar stories of emergency operations of CAP units pour in from all points of the compass as the forces of nature seasonally harass communities.

Black-funneled tornadoes cut wide paths of destruction through Texas, Oklahoma, Kansas, Michigan and Wisconsin. Forest fires raged through the timberland of California, Virginia and Massachusetts. Every spring brings on the threat of floods in New England, the Ohio Valley and the length of the Mississippi. Hurricane *Gracie* battered the tidelands of the southern Atlantic coast. Blizzards paralyzed the great plains and the shivering East.

AID ON WAY

Versatility of equipment and personnel enables CAP to cope with most emergencies caused by natural disasters. CAP snow weasels are often called upon to transport food and supplies to families marooned by paralyzing blizzards in isolated areas.



CIVIL
AIR
PATROL



In every instance of fire, flood, hurricane, tornado and other disasters, volunteer members of the Civil Air Patrol have responded with much needed equipment and manpower. For 18 years CAP has given unselfishly to community, state and country.

In all types of emergency, CAP stands ready to help communities with every type of equipment from airplanes and the nation's largest radio net, to an under-water rescue unit in New Hampshire, a jeep squadron in Nevada, a swamp buggy outfit in Florida, dog sled teams in Oregon, Alaska and Vermont, a mounted squadron in Utah, and ranger squads in Pennsylvania.

The important role of Civil Air Patrol's unselfish service to community is an important entry on the credit side of the ledger when the final tabulation is completed in the wake of a disaster. Much like the individual who looks for the corner policeman when in trouble, the nation's communities look to Civil Air Patrol when disaster strikes; and like the policeman, Civil Air Patrol is always there when help is needed.

CROSS COUNTRY



JUSTLY PROUD—The 9995th Air Reserve Squadron, Cleveland, Mississippi, rates high in the community relations department. It was cited by Congressman Frank E. Smith (Miss.), the Delta Council and the Cleveland Chamber of Commerce for meritorious service in furthering area growth and development. Organized in Cleveland in March 1957, the unit in the past two years actively has sponsored many functions from parades and pageants during Armed Forces Week to a speakers bureau for various civic clubs. It also acts as advisor to the Explorer Scout Program in Northwest Mississippi and is sponsoring a three-day encampment for 35 Explorers at Keesler AFB next month. Local townspeople were advised that the unit would have to vacate their leased facilities in Cleveland and move to Greenville AFB, 38 miles away. Within three weeks, a suitable location was offered the unit by the Bolivar County board of supervisors at absolutely no cost to the Air Force. The unit moved into the Cleveland court house last November. With headquarters in Cleveland, the squadron has seven remote detachments under its jurisdiction, and this includes 16 counties in Mississippi.

JUST IN CASE—The 9480th Air Reserve Squadron, Roanoke, Virginia, has completed an emergency plan for alerting all Air Force Reservists in its area. Part of its public information program, the squadron has distributed materials and information to radio and television station and program managers to bring Air Force Reservists together in the event of an announced emergency.

short hops



AN AIR RESERVIST who has cut his own swath in publishing circles is Major Eugene G. Key, Category B instructor with the 9450th ARSq., Compton, Calif. In April he published his first college text on engineering mechanics and only recently learned that three of his science-fiction stories written and published back in 1934 were incorporated into a single volume and are now selling as a rare book at \$200 per copy . . . The 9534th ARSq., Akron, Ohio has discovered a unique way to highlight Armed Forces Week in their area by co-sponsoring a model plane show May 21 and 22 at the Akron Airport. A model builders' contest will be open to boys and girls from grades one through 12 with trophies and ribbons for the winners.

SSgt. Albert J. Schukoske, a flight engineer in the 704th TCSq, became the first Air Reserve Technician from the 446th TCW, Ellington AFB, Texas to attend Officers Candidate School. Sergeant Schukoske, a former student of the University of Houston, left for his new OCS assignment on March 26 . . . The distinction of becoming the first Air Force Reservist to complete the University of Houston's executive development program went to Col. R. F. Gustke, commander of the 446th TCW, Ellington AFB, Texas. The six-week course on advanced executive management techniques was attended by 18 other executives and business leaders of the Houston area . . . An information specialist

BEST DERN OUTFIT—Fourteenth Air Force's "Dixie Wing," the 445th TCW, at Dobbins AFB, Ga., again ranked first for the second quarter of FY 60 in the CONAC rating system for Air Force Reserve Flying wings with 14AF. In achieving its third consecutive triumph, the "Dixie Wing" (Best Dern Outfit Since Jeb Stuart's) paced its parade Fourteenth which won the CONAC award in competition with the other numbered air forces for the second straight time. The wing also racked up an accident-free flying period from April to September 1959, and received CONAC Certificate of Meritorious Achievement. Flying the C-119 *Provider*, the "Dixie Wing's" pilots logged 6,790 flying hours during the period without a major or minor mishap.

AIRMEN TO THE RESCUE—A woman, hospitalized at famed Cedars of Lebanon Hospital in Los Angeles began losing blood nine days after what was apparently a normal childbirth. Doctors advised a series of blood transfusions and her husband called friends at the 2347th Air Base Group, Long Beach Municipal Airport, California. Within two hours a schedule was arranged so that airmen from the base would be taken, one at a time, to the hospital. It was necessary to draw the blood from waiting donors one-half pint at a time because any storage of whole blood, even for a few hours, caused deterioration of certain blood factors which the woman vitally needed. Within two days, doctors announced the bleeding had stopped, and at last report both mother and child were doing well.

in the 302d TCW, Clinton County AFB, Wilmington, OH. MSgt Clarkson Crume was recently selected as the unit "Reserve Airman of the Year." As the Buckeye Wing's airman, Sergeant Crume joins other contenders from all Reserve units in the 22-state Fourteenth Air Force area for the title of "Outstanding Reserve Airman of the Year."

CALIFORNIA ANG's 148TH Aircraft Control and Warning Squadron, Compton ANG Base, Compton, Calif., played a central role in the recent dedication of an historical landmark monument commemorating the first American Air Mail flight at Dominguez Hill. The unit presented the colors and acted as the official honor guard for the State of California at this 50th anniversary ceremony . . . Arrival of 25 F-86 aircraft for the 137th Fighter Group, Oklahoma ANG, Will Rogers Field, Oklahoma City, recently was the occasion for the presentation of an air mail letter and F-86L model to Oklahoma City's Mayor James Norick. The unusual presentation was made by Lt. Col. William D. Chalek, commander of Sioux City AFB, and flight leader of the 25th Fighter Group. The 137th Fighter Squadron, New York ANG, Westchester County Airport, N. Y., recently was awarded the Fourteenth Air Force's Flying Safety Award by Maj. Gen. Chester A. McCarty, 14AF commander. The plaque represented the second major flying safety honor received by the 137th since the past two years. The squadron has logged more than 20,000 jet hours without an accident since June 1956.



SERVE RETIREMENT + SOCIAL SECURITY



There are undoubtedly many Reservists who do not realize that if they were on active duty in the military or naval forces of the U. S. before December 31, 1956, they may be eligible for Social Security wage credits of \$160 for each month of active duty, provided the discharge was under honorable conditions.

In essence, a Reservist can look forward to receiving monthly retirement checks from Social Security which, paired with Reserve retirement money based on length of service, will provide a sizeable income. For example, a technical sergeant with more than 22 years of service who had attained age 60 would receive monthly military retirement pay of \$65.46. At age 65, when he is eligible for Social Security benefits, and assuming he had average monthly earnings after 1950 of \$400, he would get an additional maximum amount of \$127 in Social Security retirement benefits. Together they would total \$192.46 monthly.

In short, Social Security benefits have become an integral part of a Reservist's retirement plan since 1957 when members of the Armed Forces on active duty, including active duty for training (short tours), but excluding inactive duty training (one night a week drills), first started receiving Social Security wage credits predicated on military basic pay.

Credits are explained as "quarters of coverage" in the terminology of the Social Security Administration. They correspond generally with a calendar

year of work. You get at least one, but not more than four quarters a year, during which a minimum of \$50 in wages is received during each quarter.

For example, 40 quarters of employment, according to Social Security sources, are the maximum required for fully insured status under the law for those born in or after 1909. To acquire one quarter of coverage under Social Security, the minimum period of employment necessary is two weeks of work every three months. The Reservist's two-week annual active duty tour, therefore, could fulfill a credit of one quarter of coverage.

Thus, it is axiomatic that a Reservist, upon reaching age 65 (62 for women) in addition to computing his non-military income, should figure as part of his necessary "quarters of coverage" those in which he received \$50 or more as pay for his Reserve affiliation.

Under Social Security, only the first \$4,800 of wages in any one tax year are subject to the current Social Security deduction of three percent. It is quite possible that certain Reservists whose civilian pay exceeds \$4,800 per year will have Social Security deductions made for the pay received during summer camp, since the policy is to deduct Social Security for active duty training periods, but not for inactive duty training periods. If so, the Reservist can recover this overpayment of the Social Security tax by an adjustment provided in the annual income tax return whereby such overpayments can be used as a credit toward taxes payable, or refunded if no taxes are payable.

The active Air Force Reservist is guaranteed retirement security, provided he maintains his Reserve eligibility and consistently contributes toward his retirement equity. A high significant benefit derived from a Reservist's retirement program is the additional protection of Social Security.

To receive monthly retirement payments for himself or his wife, a person must have been in work covered by the Social Security law for a certain length of time (measured in "quarters of coverage" explained above).

The maximum retirement benefits provided workers at age 65 is \$127 per month. The wife may receive her benefit at age 62, but payments are reduced. The combined maximum amount of Social Security benefits for both is \$190.50 per month. To the Reservist whose average monthly wage is less than \$400, the additional Social Security coverage gained by Reserve participation could be very important to his retirement program, since the amount of Social Security benefits paid is governed by the "average monthly wage" earned.

The exact amount of a Reservist's retirement payments cannot be figured precisely until he retires and applies for the payments, but an estimate of the amount can be gained from the table furnished on this page.

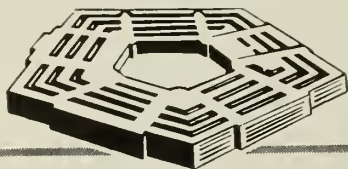
EXAMPLES OF MONTHLY PAYMENTS BEGINNING AFTER 1958

Average monthly earnings after 1950	\$50 or less	\$75	\$100	\$150	\$200	\$250	\$300	\$350	\$400
Retirement at 65	\$33.00	\$45.00	\$59.00	\$73.00	\$84.00	\$95.00	\$105.00	\$116.00	\$127.00
Disability at 50									
Retired woman worker starting at:									
62	26.40	36.00	47.20	58.40	67.20	76.00	84.00	92.80	101.60
63	28.60	39.00	51.20	63.30	72.80	82.40	91.00	100.60	110.10
64	30.80	42.00	55.10	68.20	78.40	88.70	98.00	108.30	118.60
Retired couple — wife starting at:									
62	45.40	61.90	81.20	100.40	115.50	130.70	144.40	159.50	174.70
63	46.80	63.80	83.60	103.50	119.00	134.60	148.80	164.40	180.00
64	48.20	65.70	86.10	106.50	122.50	138.60	153.20	169.20	185.30
65	49.50	67.50	88.50	109.50	126.00	142.50	157.50	174.00	190.50
Widow, surviving child, or dependent parent	33.00	33.80	44.30	54.80	63.00	71.30	78.80	87.00	95.30
Widow and 1 child or 2 dependent parents	49.60	67.60	88.60	109.60	126.00	142.60	157.60	174.00	190.60
Widow and 2 children	53.10	67.60	88.60	120.00	161.60	190.10	210.20	232.00	254.10
Usual maximum family payment	53.00	67.50	88.50	120.00	161.60	202.40	240.00	254.00	254.00
Single lump-sum death payment	99.00	135.00	177.00	219.00	252.00	255.00	255.00	255.00	255.00

TRANSPORTATION POSITIONS: Part I mobilization positions for Staff Transportation officers (AFSC-6016) are open at five traffic regions of the Military Traffic Management Agency, a joint service agency administered by Department of the Army. Grades range from captain to colonel and the positions require varying degrees of military or civilian freight and/or passenger transportation experience. All of the positions will be in Training Category "D", Pay Group D, with authorization for 15 days of active duty for training annually, but no inactive duty training requirement. Qualified Air Force Reservists may apply for assignment to the Director of the nearest MTMA traffic region as follows: Eastern Traffic Region, 107 6th St., Pittsburgh, Pa.; Southeastern Traffic Region, Atlanta General Depot, Forest Park, Ga.; Central Traffic Region, 12th and Spruce Sts., St. Louis, Mo.; Southwestern Traffic Region, 901 Ross Ave., Dallas, Texas; and Western Traffic Region, Oakland Army Terminal, Oakland, Calif.

★ ★ ★

MAGAZINE SPOTLIGHTS RESERVISTS: The 1960 issue of "Career" magazine, the annual guide to employment and business opportunities for the college man, salutes Air Force Reservists and CONAC. The magazine lists various employers and tells how to prepare an effective resume of qualifications when seeking employment. Sufficient copies should be available within 60 days at Air Force Reserve units for those interested in employment opportunities.



Pentagraphs

ACADEMY CADETS TO GET PILOT TRAINING: Air Force Academy cadets of the class of 1961 will be the last to graduate with the wings of a rated aerial navigator. Under the new plan, all cadets, during the last summer at the Academy, will receive pilot and navigation indoctrination. It will include 10 hours of flying in light aircraft, 10 hours of ground school and four semester hours of classroom instruction in space technology. This will be in addition to six semester hours in astronautics already in the required cadet program. The navigation portion will cover 30 hours in the air and 60 on the ground.

★ ★ ★

PROMOTION TO CAPTAIN: A board of officers will convene at Air Reserve Records Center, July 1-29, 1960 to consider approximately 15,000 eligible Reserve officers, not on extended active duty, for promotion to the grade of captain. To be eligible for consideration, officers must hold a promotion service date on or before June 30, 1958. Requirements for mandatory consideration for promotion to captain are four years promotion list service and seven total federal commissioned service. Eligible officers who wish to submit communications under the provisions of Section 8362(f), Title 10, U. S. Code, should write through channels to the President, Reserve Officer Promotion Board, Air Reserve Records Center, 3800 York Street, Denver 5, Colorado. All communications must arrive prior to the date the board convenes.

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TROPHY WINNER: The coveted Daedalian Trophy for flight safety during 1959 was awarded to Strategic Air Command for an accident rate of three per 100,000 flying hours. SAC's 1958 rate was 39.5.

IN CONGRESS: House Resolution 11208 has been introduced to amend section 1074 of title 10, U. S. Code, to provide that Retired Reservists with 30 years of satisfactory Federal service who performed active duty during both WWI and WWII shall have the same privileges with respect to medical care as Retired Reservists who served eight or more years on EAD.

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ART PILOTS FOR MIDWEST: Personnel are needed to fill Airplane Pilot positions under the Air Reserve Technician program in the middle western United States. In addition to meeting normal qualification standards for the positions, interested applicants must be (or willing to become) active members of the Air Force Reserve. The positions have starting salaries of \$7,030 and \$8,330 per year, with an additional \$1,600 a year for the Air Force Reserve affiliation. This brings the total pay between \$8,630 and \$9,930 per year, not to mention many other Civil Service and Air Force Reserve benefits to which these pilots would be entitled. While a written test is not required, applications will be rated and ranked for competitive selection on the basis of experience, training and current flying ratings. Additional information on these positions may be obtained from post offices, state employment offices, Civil Service offices and Air Force Reserve units. The Board of U. S. Civil Service Examiners, Minneapolis-St. Paul International Airport, Minneapolis 50, Minnesota, will process applications.

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GI INSURANCE: The Veterans Administration says that those veterans holding GI term life insurance policies should consider converting to permanent plans of insurance. Premium rates for permanent plans of insurance are higher than the term policies issued at the same age, but the permanent plans remain the same throughout the lifetime of the policy. Not so, VA says, with the term policies which increase every five years. The increases are smaller at the younger ages, but get progressively higher at the older ages.

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"TWO HATS": Some 238 copies of this 28-minute color film produced on-the-spot during the 1959 Darkcloud, Pinecone II exercises are available on permanent loan through Air Reserve Centers, Flying Wings, major commands and Air National Guard channels. Reservists unable to obtain the film through their centers of affiliation may borrow copies on short loan basis from the Air Force Film Library Service, 8900 South Broadway, St. Louis 25, Missouri. "Two Hats" (film number SFP 633) pertains to the potential of the Air Reserve Forces. It is narrated by Walter Cronkite and centers around the employment of the Air Reserve Forces in detecting and deterring the effort of an imaginary hostile invasion force of "brush fire" size.

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MESS DRESS UNIFORM: Enlisted men and women members of the Air Force now have a mess dress uniform, identical in cut and material, but with slight style changes, to the officer's dress garb. The outfit, which comes in summer and winter versions, is listed as optional and USAF officials do not anticipate it will become mandatory for any enlisted members.

"The existence of the manned bomber and cruise missile threat within the atmosphere, and its likely duration, make us believe the follow-on requirements for long range fighter aircraft or missiles are imperative . . . NORAD had high hopes for new lethal capabilities in the F-108 which would have a radius of more than 1,000 miles, and speed of more than 2,000 miles an hour. We still have faith in this approach, in this kind of equipment, and hope that we do not junk the Soviet bomber fleet 'in our imagination' before Khrushchev has junked 'it in fact'."—Colonel Barney Oldfield, NORAD Chief of Information

On Polaris . . .

During the House Subcommittee DOD Appropriation Hearings, General White was asked what he thought of the idea held by some writers and speakers that in time "all of our retaliatory force would probably be at sea."

General White's answer: "I think there are some very important points that are overlooked under that theory. I would like to start, in the first place, by saying that since the Polaris is the thing we are really talking about at this stage of the game, I am in favor of the Polaris weapon system. I think that it will contribute significantly to our overall retaliatory capability, while I would equally stress it is not the whole answer by any means. It is one of several systems which promise to be effective and will complicate the enemy's defenses.

"The Polaris weapon system itself is certainly not invulnerable. The Soviets have a very much larger submarine fleet than we. I cannot conceive that a threat such as I think that can pose to the Soviet Union would exist long without some defense—some very effective defense being worked out.

"One thing that occurs to me right away, of course, is that true submarines will be operating on the high seas. Well, there is nothing to prevent another submarine from staying right behind your submarine under international law. He can be right within firing distance all the time, with the number of submarines that the Soviets have—and presumably they will have more—I am sure that invulnerability is the wrong word. There is no question about the fact that it is a difficult target, but not invulnerable.

"Now, to get into the philosophy of the thing, it would be a wonderful concept, relatively, if we could say that all we needed to do would be to put submarines out in the sea to fight another submarine threat and that the outcome

of the war would be won by the one who won that particular battle. You could go on and carry that to the extreme and say that each country would pick its best gladiator and the two of them would fight it out and whoever won that battle would settle it for both nations.

"Unfortunately, warfare is not based upon that type of thing. Modern warfare has as its objective—No. 1, the destruction of the enemy's capability to fight; and secondly, his will to fight. Obviously, you cannot settle it at sea that way because if you have all of your forces at sea there is nothing to prevent the enemy from taking out your cities, your industry, your will to fight, as well as your capability—except for that particular segment of it . . ."

Secretary Sharp added his comments. It would not be too difficult, he said, with the number of submarines the Soviet Union has over our number, to trail our submarines if they think they



are a sufficient threat. "You could postulate the possibility of their having a predetermined time when they would attack the submarine. If this situation should exist, then our cities would be completely wide open to attack if we did not have any other way of deterring . . . If we have no other deterrence to the enemy than submarines, and if he could do what I just postulated, he could eliminate our deterrence and we would be completely at his mercy . . .

"If at any time we have only one system that he can find a method of eliminating, we would be taking the kind of risk that I do not think we should take. I think that we ought to have the Polaris system. I think it is a fine system. It creates a real problem. There are solutions to the problem from the enemy's standpoint. I think if we had only one system and he solved it . . . if he had only missiles and no aircraft and if he could find a solution to the missiles, we would then be in trouble."

On ICBM Sites . . .

"...Current plans call for hardening to be introduced early in our missile force build-up...The number of enemy weapons which would be required to destroy one of our missile sites is dramatically increased by hardening. Depending upon the yield, accuracy and reliability assumed for an enemy ICBM, the number of his ICBMs required to knock out one of our missile sites is increased from two for a single unhardened site to between 10 and 30 for one of our hardened sites now under construction. Higher levels of hardening will be introduced as required which will increase the number of enemy weapons required to between 20 and 40 weapons for a single U.S. hardened missile site. The enemy would have to build a great many missiles to overcome any sizeable number of U.S. missiles hardened to this degree. Thus, hardened missiles are an important element of our total military posture and dramatically increase the effectiveness of our deterrent posture."—Curtis E. LeMay, Vice Chief of Staff, USAF



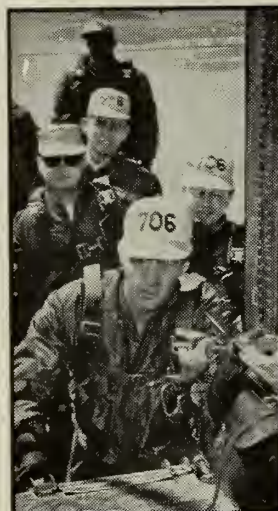
DEPARTMENT OF THE AIR FORCE
THE AIR RESERVIST
AIR RESERVE RECORDS CENTER
DENVER 5, COLORADO

OFFICIAL BUSINESS

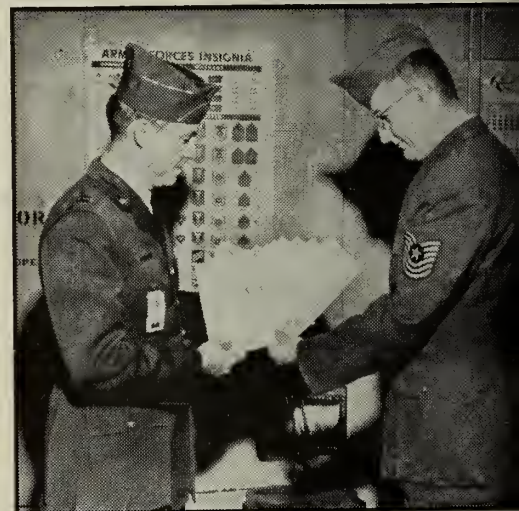
USAF Periodical 30-1
No. 30H 5-60: 359,891



Eskima and Indian lore helps AF Reservists of the 305th TCSq in Arctic survival training at Tinker AFB, Okla. Living teepee style, TSgt Bill Nelson (1), A/1C Wendell Belvin stock firewood to ward off brisk winter winds.



The 706th TCSq, Barksdale AFB, La., embarks on mock troop drop to mark first anniversary as ART unit.



Capt. William Keller and MSgt. Lowell R. Jones display 1 ECI diplomas earned by 173d FISq Motor Vehicle Element, Nebraska Air National Guard. The unit's 29 men can boast a perfect record of 100 per cent in ECI enrollment.

RESERVE CAMERA



C-119 crewmembers of the 97th TCSq, Paine Field, Wash., lay claim to the northernmost Arctic flight by any Air Force Reserve plane after a recent mission to Northway, Alaska. Valuable experience in cold weather aircraft operations was gained for future flights to Arctic.



TV space star, Bill Lundigan, briefs Col. Joseph J. Lingle, 440th TCV (Res) commander, on aerospace terminology during recent Milwaukee visit. The "Flying Bodgers" Wing Community Aerospace Awareness Campaign was reported in "full orbit" during March and April.

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THE AIR

Reservist



JUNE-JULY 1960

PLAN FOR REVISED MANAGEMENT OF THE AIR RESERVE FORCES—

How it Affects:

- Air Force Reservists
- Air National Guardsmen
- Command Echelons

"Quote..."

"The fundamental factor which made this new Air Reserve Forces' program possible is the high degree of operational readiness achieved in both the Air National Guard and the Air Force Reserve. Air Force planners have become increasingly aware of this operational readiness and the potential of the Air Reserve Forces to take on more missions, both in numbers and in degree of priority.

Therefore, in order to encourage and foster continued progress toward full operational readiness and to insure that the Reserve Forces are used to their fullest productivity in our military posture, the decision was made to integrate the Air Reserve Forces more closely with the respective gaining commands of the Air Force."

LEWIS S. THOMPSON,

Special Assistant to the Secretary of the Air Force
for Manpower, Personnel and Reserve Forces

THE AIR Reservist

Vol. XII—No. 6

AIR FORCE RESERVE AIR NATIONAL GUARD
CIVIL AIR PATROL



JUNE-JULY 1960

Lt. Gen. William E. Hall
Commander, Continental Air Command

Col. Richard P. Haney
Chief, Office of Information, CONAC

EDITOR
Fred E. Giachino

ASSOCIATE EDITOR **STAFF WRITER**
Earl E. Lane **TSgt David L. Sutherland**

The Air Reservist is an official publication of Continental Air Command approved by the Secretary of the Air Force in accordance with Section 278, Title 10, U. S. Code. This section requires the dissemination of complete and up-to-date information of interest to the Air Reserve Forces.

Editorial Office: The AIR RESERVIST
OI, CONAC, Mitchel AFB, NY

The material contained in The Air Reservist is listed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by the Secretary of the Air Force and the Director of the Bureau of the Budget 23 July 1958.

...POLICY

On February 2, the Secretary of the Air Force approved a new plan for the future utilization of the Air Reserve Forces and directed its complete integration by January 1, 1961. Entitled Plan for Revised Management of the Air Reserve Forces, here are its major policy points:

- The operational readiness and combat potential of Reserve units will be improved and made compatible with that of the Regular Forces.
- Major air commands which are to utilize mobilized units will absorb CONAC's peacetime responsibility for supervision of training and inspection of Air Force Reserve and Air National Guard units. Each command will furnish Air Force advisers and/or training liaison personnel from manpower space specifically provided. They will provide appropriate training material, conduct operational readiness inspections as required, and perform annual inspections. Placing Reserve units directly under the training supervision of the gaining commands will provide the framework for close and effective working relations between the Reserve Forces units and the commands to which they will be assigned in the event of mobilization.
- CONAC will retain its basic command responsibility for directing the activities of the Air Force Reserve and providing logistical, budgetary, administrative and personnel support; recruiting, processing, and assignment of Reserve personnel; training of Part II and Part III individuals. The guiding principle with respect to the development of CONAC's new responsibilities is that to the extent practicable, CONAC will be relieved of all responsibilities not directly connected with the management of the Air Force Reserve to include auxiliary (CAP, Air Explorer) programs of the Air Force. These responsibilities which are specifically identified, will be assumed by other USAF commands.
- Major air commands absorbing CONAC's peacetime responsibility for supervision of training and inspection of Air Reserve Forces units will establish command control points of sufficient stature and authority to insure appropriate command emphasis and control of assigned Reserve Forces activities.
- The numbered air forces of CONAC will be discontinued and replaced by six numbered Air Reserve Regions which are new organizations. The Air Reserve Records Center will be retained.
- A key factor in the new Reserve Management Plan is the utilization of qualified inactive duty Reservists to manage subordinate Reserve elements. Air Force Reserve Flying Wings are already organized and operating under Reserve Management. This system will be extended to the support element and to the Reserve Region level. Ultimately, the Reserve Centers will be manned entirely by Reservists with a minimum of active Air Force personnel assigned for essential training liaison purposes only.
- The Air Reserve Forces will be closely monitored and controlled by Headquarters USAF through the Assistant Chief of Staff for Reserve Forces under the integrated staff concept. This office will be provided with adequate authority and manning to effectively provide over-all Air Staff control and direction of the Air Reserve Forces.
- The CONAC Individual Training Wings will be redesignated as "Sectors."
- Conversion of the present CONAC Parts II and III Reserve Individual programs into the new Recovery Program will be tested. During the period of September 1, 1960 through June 30, 1961, six of the present Reserve Training Centers will be converted to six Recovery Groups, and six additional Base Support Groups will be activated.
- Specified major air commands will assume responsibility for supervision of training and inspection of Air National Guard units on July 1, 1960 and Air Force Reserve units on September 1, 1960.
- CONAC will complete the calendar year 1960 Air National Guard and Air Force Reserve inspection program.
- Specified major commands will assume responsibility on July 1, 1960 for other missions and functions to be transferred from CONAC under the new management system.

Air Reserve Forces REVITALIZED

by Maj. Gen. Robert E. L. Eaton, Asst. Chief of Staff
for Reserve Forces, USAF

The Air Force recognizes the place of the Air Reserve Forces in national security. This recognition is borne out by the Air Force Chief of Staff General Thomas D. White, who said in a policy statement: "The Air Force considers the Air Force Reserve and the Air National Guard as useful and valuable parts of the overall aerospace power and will continue to take advantage of their inherent potential. The Air Force not only intends to continue to support these components but also hopes to find new methods and new missions to make them even more useful."

The underlying purpose of a Reserve Force is to give depth and support to the first-line effort. This applies whether the first-line is military, industrial or civilian. A reserve must be geared to meet needs so that all or any portion can be rushed into action effectively and immediately when called upon. The Air Force has applied this principle in aligning the Ready Reserve Force to the needs of the Active Force. As a consequence, mobilization planning places

great reliance on the Air National Guard and the Air Force Reserve to provide units required for D-Day utilization. The Air Force Reserve is expected to provide, in addition to units, trained individuals by selected specialties and grades to augment active force units on D-Day and enable full-scale operations on a 24-hour basis for an indefinite period. Also, the Air Force Reserve is relied upon to provide trained individuals to fill positions vacated in units of the active force through attrition subsequent to D-Day. These are the assigned objectives and tasks that our Reserve Forces are working to accomplish.

In our efforts to build the Ready Reserve Force, Reserve Forces required by the Air Force, we have acquired a commendable degree of stability in our programs. At the same time, we recognize that our programs must be capable of sufficient flexibility to meet the changing needs of the Air Force.

The principal factor essential to achieving and maintaining an operationally Ready Reserve Force is training.



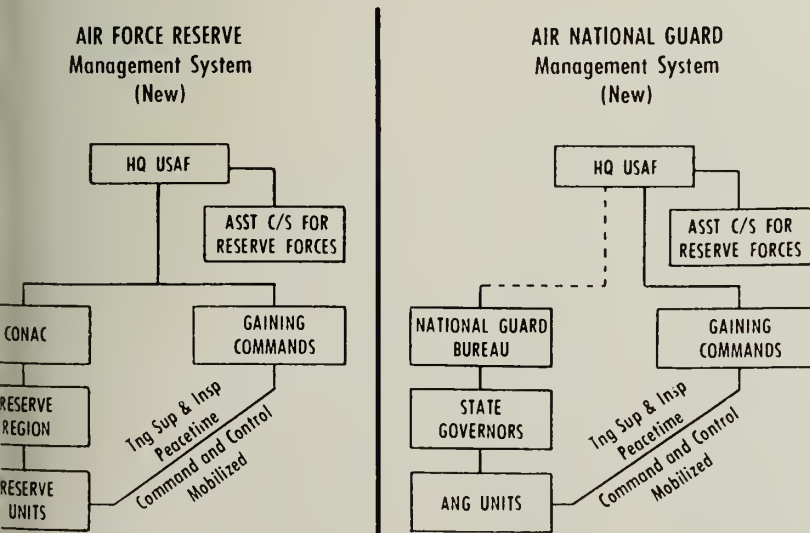
With recognition of this fact, our training programs are oriented towards attaining a D-Day operational capability in all units, and toward readying individuals to perform Air Force wartime tasks. Training for the Air Reserve Forces is conducted under the same criteria and standards as is training of the active force.

Unannounced tests to determine how fast units can mobilize reveal, in the case of Air National Guard fighter units, that 29 percent of total aircrews assigned responded within 30 minutes; 53 percent within the first hour and 85 percent within three hours. The response of the Air Force Reserve troop carrier units is equally good. Total combat capability within three hours was from 50 percent, to 80 percent, and within 24 hours, was from 79 percent to 100 percent.

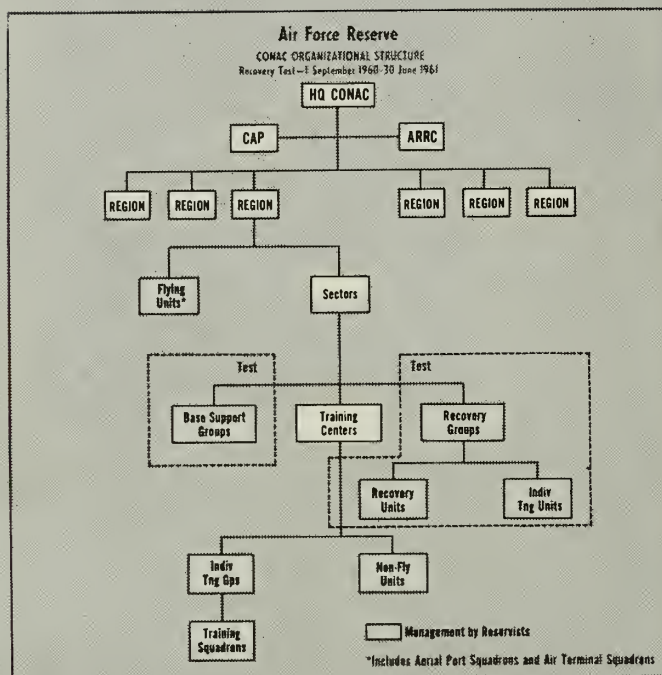
This high state of readiness is a tribute to the efforts of the Continental Air Command. This command has done a commendable job since early Korea days in resurrecting and reconstructing the Air Reserve Forces to the status they hold today. However, these units have now reached a point where their training must be more closely correlated with the major air commands which will utilize them in the event of mobilization. These gaining commands must assume direct responsibility, during peacetime, for the training and continued improvement in readiness of assigned augmentation units of the Reserve Forces to provide the framework for immediate and effective operational responsiveness in the event of an emergency. Recognition of this necessity was the principal basis for the recent decision of the Secretary of the Air Force to effect changes in the present system for managing the Air Reserve Forces.

Under the Revised Management Plan for Air Reserve Forces, the designated

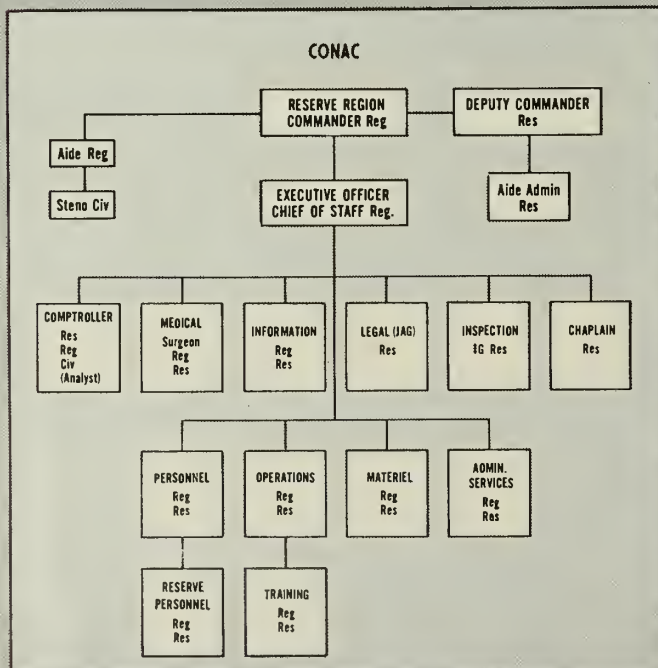
see EATON page 14



New management system stresses "supervision of training and inspection" of Air Force Reserve and Air National Guard units by the gaining commands, as indicated in the above charts.



Six Recovery Groups will replace six Air Reserve Centers at their present locations on a six-month test basis. Six Base Support Groups will be organized at six permanent Air Force bases. These units will be manned by Part I, II, and III Reservists and placed under the jurisdiction of the appropriate Sector headquarters with training performed at the using base concerned.



The numbered air forces will be replaced by six Air Force Reserve Region headquarters. Region headquarters will be manned by a small staff of active duty personnel (32) and a proportionately larger number of inactive duty Air Force Reservists (85), for a total of 117.

The Revised Program...

This issue of The Air Reservist is devoted exclusively to the Plan for Revised Management of the Air Reserve Forces. While detailed stories of the Plan and its philosophy are covered elsewhere on these pages, the following is a capsule of the Plan's effect on the main elements of the Air Reserve Forces and CONAC's auxiliary units.

AIR RESERVE FORCES:

The missile age precludes the gradual build-up of military forces in which Reserve Forces have played such an important role in the past. The value of the Reserve today is predicated on how rapidly it can augment the Regular Forces. The Revised Management Plan is a positive step in making the Air Reserve Forces compatible in operational readiness and combat potential to the Regular Air Force.

AIR NATIONAL GUARD:

The major air commands slated as the wartime gainers will absorb CONAC's peacetime responsibility for the supervision of training and inspection of Air National Guard units. This does not preempt the jurisdiction and control currently exercised by the individual states to which ANG units are assigned. This arrangement will permit more direct supervision of inspection and training and at the same time lessen the time gap for utilization in time of emergency.

AIR FORCE RESERVE:

Some of the major air commands will absorb a large portion of CONAC's peacetime responsibility for supervision of training and inspection of Category "A" Air Force Reserve units. CONAC will retain command responsibility for logistical, budgetary, administrative, and personnel support; in short, those functions, including command not covered by supervision of training and inspection. Under the plan, troop carrier units and aerial port squadrons will receive training supervision and be inspected by Tactical Air Command. Air Reserve rescue squadrons, AACS units, air terminal squadrons and aeromedical evacuation units will come under supervision of the Military Air Transport Service for training and inspection. Supervision of training of Air Reserve casualty staging units will be apportioned to TAC, Air Materiel Command, Air Training Command, Hq Command and MATS. The GEEIA squadron will go to AMC for training and inspection. CONAC will retain its USAF Hospitals and the navigation training squadrons.

CONTINENTAL AIR COMMAND:

CONAC will relinquish its affiliation with the Air National Guard. Supervision of training and inspection of a major portion of its Category "A" Air Force Reserve units will be turned over to other commands. Command responsibility for administration, logistics, budgetary and personnel support; recruiting and processing will also be retained in the case of Air Force Reserve units, CONAC will retain total responsibility for Category "A" units for which it is the gaining command, plus the individual training program (Part II and III). A new mission for CONAC is being initiated in post-attack recovery and base support areas. This action will bring the presently known individual program more up-to-date with post-attack requirements. The Air Reserve Records Center, Civil Air Patrol, the National Search and Rescue Plan, Air Explorer (BSA), and the Military Affiliated Radio System (MARS) as pertains to CONAC will be retained, with no change in method of operation.

AIR FORCE RESERVE REGIONS:

The three numbered air force headquarters will be replaced by six Air Force Reserve Regions corresponding to the present Continental Army Areas. The Region headquarters will perform duties comparable to the numbered air force, but on a modified scale. Manning will be accomplished with a small number of active duty Air Force personnel and a proportionately larger number of inactive duty Air Force Reservists. This will give Air Force Reservists a larger hand in administering and supervising their own program.

AIR FORCE RESERVE SECTORS:

The 16 Air Reserve Training Wings will be redesignated as Air Force Reserve Sectors and placed under the jurisdiction of appropriate Air Force Reserve Regions. Sector boundaries normally will follow state lines, with certain exceptions. The Sectors will supervise the activities of the Air Reserve Centers and non-flying units assigned to the Sectors. Sector headquarters will be manned by a small active duty staff, augmented by inactive duty Air Force Reservists.

AIR RESERVE CENTERS:

All Reserve units and individual training activities below the Sector level of control eventually will be under the management of inactive duty Reservists. Permanent party personnel will be attached in a liaison and adviser capacity to assist as required. September 1, 1960 through June 30, 1961 is designated as the period during which the new recovery and base support role will be tested. During this period six Air Reserve Groups will be converted to Recovery Groups and retained in the CONAC organizational chain of command. The Air Reserve Centers will continue to administer the individual training program through the present

numbered Air Reserve groups, squadrons and detachments (flights). These Centers will also continue to provide administrative support to the remaining Category "A" non-flying Air Force Reserve units. Air Reserve Centers will report to Sector headquarters in their respective areas.

RECOVERY AND BASE SUPPORT ROLE:

Effective September 1, 1960, two new types of Category "A" Air Force Reserve units will be activated under CONAC to test the feasibility of forming units to perform the general mission of survival, support and recovery following an attack. Six each of these two new types of units, one in each of six Regional areas, will be activated as of September 1, 1960 under as great a variety of conditions as are available in order to gain a maximum amount of information during the test period with respect to details on specific roles and missions; desirable Unit Manning Documents; manning potentials and problems; training directives, materials and facilities and unit equipment requirements.

RESERVE BASE SUPPORT GROUPS:

One of the new type units to be activated on a trial basis is the Reserve Base Support Group. This type unit will be located at an active Regular Air Force permanent base. Air Force Reserve personnel in Categories I, II and III within one day's travel time by surface transportation of the base concerned will be afforded the opportunity to man these units. The mission of these units will be to provide the base concerned with the augmentation support required during war or in an emergency. CONAC will be responsible for recruiting personnel, training and otherwise administering and supporting these units with the cooperation and assistance of the base commander concerned. Base support groups will be under the jurisdiction of the appropriate Sector headquarters. The parent command of the base concerned will be the wartime gaining command of this type unit. Training of these units

see REVISED page 12

LT. GEN. JOE W. KELLY
Commander, Military Air Transport Service

"It should be made very clear that MATS wants to place more and more reliance upon the Reserve Forces for dependable back-up in the global strategic airlift mission. Our D-Day mission demands millions of ton miles of airlift for our combat forces, and the dependability and responsiveness of the Reserve Forces can answer a good part of the requirement. At the same time these units will be intensively trained by the MATS Transport Air Forces and technical services as a part of the essential war-readiness training of the command. CONAC did a superb job in training these units during the formative years since Korea. But military specialization now dictates that each command which will operate with Reserve Forces in wartime should train its assigned Reserve units in peacetime. Six Air National Guard squadrons compiled an excellent record in making the transition from fighters to C-97 heavy airlift aircraft. MATS hopes that further units of the Guard and the Air Reserve will be converted to strategic airlift. We concur heartily with the House Military Airlift Subcommittee in their recommendation that further C-97s, aerial tanker KC-97s and C-124s be turned over to the Reserve Forces as they come out of the active Air Force inventory."





THE AIR FORCE RESERVE MISSION

By Lt. Gen. William E. Hall, Commander, CONAC

The Plan for Revised Management of the Air Reserve Forces will result in a much simplified and streamlined Continental Air Command. In essence, CONAC henceforth will concentrate its efforts on the Air Force Reserve and Auxiliaries. While CONAC retains command of the Air Force Reserve, certain major changes are to be effected in the management of the Air Reserve Forces.

Transfer to the gaining commands of the supervision of training and inspection of existing Air National Guard and Air Force Reserve Category "A" units is the major change to be undertaken. Consequently, CONAC will no longer have any responsibility for the Air National Guard.

In the past, Continental Air Command has stressed a "ready now" training concept designed to utilize units of the Air Reserve Forces in conjunction with Regular Air Force missions. The success of this concept may be measured by such realistic exercises as *Pine Cone II* and the *Swift Lift* operation. CONAC is proud to be able to pass on to the gaining commands Reserve units with a high degree of readiness.

Under the new structure, Continental Air Command will

be responsible for the command and logistical, budgetary, administrative, recruiting and personnel support of the Air Force Reserve. Insofar as the Category "A" units are concerned, this amounts to a joint responsibility between CONAC and the gaining commands; the latter assume the training and inspection missions, while CONAC will be responsible in the administrative and support areas. Under the jurisdiction of the gaining commands these Reserve units will operate with a greater degree of autonomy much on the order of Regular Air Force units. In other words, Reservists (and Air Reserve Technicians) will play a greater part in the management of their own unit's operation.

This same philosophy will apply in similar degree to the future structure of Continental Air Command. The discontinuance of the three numbered air forces by Sept. 1, 1960 and the concurrent establishment of six numbered Air Force Reserve Regions to be operational Sept. 1, 1960 will offer the Air Force Reservist a new role. The headquarters of each Region will have a hard core of permanent party personnel but each will rely very heavily on inactive duty Reservists to meet manning requirements. The redesignation of the Individual Training Wings to "Sectors" will also find inactive duty Reservists filling important staff positions.

With the transfer of the supervision of training and inspection of the Category "A" units to the gaining commands, CONAC will embark upon one of the most challenging aspects of the Revised Management Plan—the activation of post-attack "recovery units."

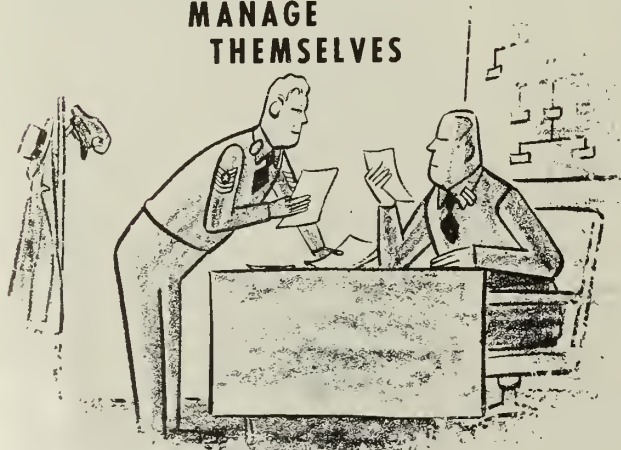
The nuclear age has brought about a vast upheaval in concepts with regard to established military forces, and for the Air Force Reserve it indicates a bright future.

There has been a growing realization that the winner in any nuclear conflict will be the one who can most quickly and effectively recover from the initial attack. This post-attack recovery capability must be considered a first line weapon as dangerous to any aggressor as a fully manned missile site. The purpose is twofold—survival if need be, or even better, an additional deterring factor in our scheme of defense.

The Air Force Reserve's post-attack recovery unit program will be initiated by September 1, 1960 with a pilot program consisting of six Recovery Groups and six Reserve Base Support Groups. Their effectiveness will be monitored from September 1, 1960 until June 30, 1961. The six test Recovery Groups will be organized on the basis of one for each Air Force Reserve Region.

Reserve Base Support units will be located at or near active Air Force bases. The M-Day job of these organizations

RESERVES MANAGE THEMSELVES



The Revised Management Plan points toward revitalization of the Air Reserve Forces consonant with our current military needs. In particular, the Air Force Reserve will undertake an important new mission aligning it with the Regular establishment as part of our first line of defense.

It will be to augment the local base's support capability, to assist in damage repair and restoration of base capability.

Recovery units will be located at carefully selected airports across the country which are not operated by active military personnel and which are capable of accommodating military aircraft. Some of the strips may have been abandoned. Others may be operating civil airfields.

The primary job of the Recovery units will be to provide a safe landing site for USAF airborne offensive or defensive aircraft returning from missions. Duties of personnel will be many and varied. At the bare strip it will be necessary to establish communications with the incoming aircraft if any traffic control is to be exercised. Crash and rescue service must be rendered to the limit of local capability. Medical care for wounded crew members will have to be provided.

The Recovery unit will arrange for all types of emergency communications such as short wave "ham" radios, Civil Air Control radio nets, commercial telephone and telegraph facilities. Airfield status reports and weather information will be needed. Also, tasks such as the decontamination of aircraft, accomplishment of minor aircraft repairs and billeting and messing of crews will be responsibilities of these units.

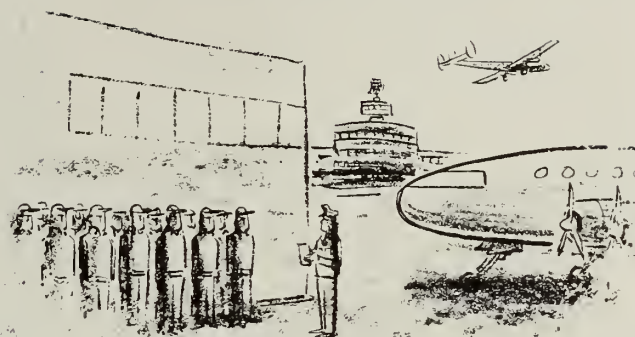
While members of the Recovery units are busy at civil airports and abandoned strips, the Reserve Base Support personnel will be engaged in duties at active Air Force bases. These units will be required to discharge a two-part mission:

Requirements prior to D-Day and post D-Day requirements. Primary objective is to give the Reservist—in peacetime—constructive training in tasks which will be vital in wartime.

The mission of the Reserve Base Support units, is vital and demanding and will pose a real "service" challenge to the Reservists who participate. Basically, these units will be organized and trained to serve as extensions of the operating capabilities of in-being Air Force bases. The Reserve Base Support unit and the Base commander to which the unit is assigned will work out responsibilities and functions which will become the total responsibility of the Reserve Base Support unit in emergency.

This agreement between the unit and the Base commander will insure the Base commander that, at the time agreed upon, he can devote a large segment of his active duty manpower to the tactical task at hand, confident that the support services will be adequately provided by the trained Base Support unit per-

RECOVERY UNITS AT CIVILIAN AIRPORTS



sonnel. It need not be stressed how welcome this "extra" assistance can be to a hard pressed base commander when the going becomes difficult.

Certainly, Air Force Reservists are being handed a real challenge. Never before has so much peacetime responsibility rested upon Air Force Reserve leadership. Air Force Reservists will have to produce to make this program the responsive, effective and efficient element of national defense which it is designed to become.

The post-attack recovery mission is a positive role. The program gains its greatest value because it aligns itself with our national policy of deterrence. General Thomas Power, SAC commander, has given us a good definition of that word: "Deterrence is more than bombs and missiles and tanks and armies. Deterrence is a sound economy and a prosperous industry. Deterrence is scientific progress and good schools. Deterrence is Civil Defense and a stable military force. Most of all, deterrence is the determination of the American people."

GENERAL F. F. EVEREST
Commander, Tactical Air Command

"Air Reserve Forces provide the depth and staying power which are indispensable to the conduct of extended air operations. The affiliation of these forces with the gaining major air command should further increase their effectiveness and consequently afford a greater return on our investment in them. CONAC has done an admirable job in overseeing the Air Reserve Forces in the past. However, in view of the heavy reliance on them and the importance of split-second timing and close coordination in this era of potential nuclear warfare, it is essential that they be as close as possible to their wartime command and like units of the regular establishment. I do not envisage any immediate major change in operational programs for our Air Reserve Forces. As part of their annual training requirement we will continue to use them whenever possible to meet peacetime operational commitments placed on this command, such as productive, military airlift, exercises and firepower demonstrations. Certainly this is the most realistic and economical training they can receive."



FOCAL POINT: Air Force Reserve

Under the Plan for Revised Management of the Air Reserve Forces, Continental Air Command will administer its program through six Air Force Reserve Region Headquarters which will be operational by September 1, 1960. The Fourteenth Air Force at Warner-Robins AFB, Ga., Tenth Air Force at Selfridge, AFB, Mich., and Fourth Air Force at Hamilton AFB, Calif., will be discontinued.

Existing facilities at Air Force bases will be utilized for the Air Force Reserve Region Headquarters and will be located at Mitchel AFB, N.Y., Andrews AFB, Md., Warner-Robins AFB, Ga., San Antonio Area, Texas, Selfridge AFB, Michigan and Hamilton AFB, Calif. The new Air Force Reserve Regions will have geographic responsibilities coinciding with those of existing Army areas.

As the first part of a two-part mission, commanders of Air Force Reserve Regions will have responsibility for discharging, within their assigned geographical areas, the responsibilities of the Commander, Continental Air Command for Air Force Reserve units attached to other gaining commands for supervision of training and inspection. Region commanders will:

- Exercise command jurisdiction; coordinate and interpret plans and policies in the functional fields of administration, comptroller, materiel and personnel.
- Provide guidance to assigned units in establishing and maintaining direct, effective channels of communication with gaining commands on all aspects dealing with supervision of training and inspection.
- Effect coordination, as appropriate, with Air Reserve Records Center, CONAC, and assigned units on matters dealing with recruiting, processing and assignment of Reserve personnel.
- Maintain liaison with unit advisors on matters of concern to CONAC and Air Reserve Records Center.
- Insure the performance of staff supervisory visits to assigned units in the functional areas of administration, comptroller, materiel and personnel.

The second mission requirement for Region commanders will be the discharge of the responsibilities of the CONAC commander with respect to:

- The coordination and interpretation of CONAC plans and policies applicable to assigned or attached units and individuals of the Air Force Reserve.
- The coordination of all available facilities in support of the National Search and Rescue Plan.
- Exercise command jurisdiction over all assigned or attached units and activities.
- Furnish to CONAC advice and assistance in the development of Air Force policies pertaining to the Air Force Reserve.

see FOCAL POINT page 12



- ★ AIR FORCE RESERVE REGIONS
- AIR FORCE RESERVE SECTORS

(Unit designators for Regions and Sectors are Subject to)

e Regions and Sectors

Large Numerals Indicate the Geographical Areas of the Six New Regions



NEW CONAC SETUP...

HQ. CONAC—MITCHEL AFB, N. Y.

1ST AF RESERVE REGION—MITCHEL AFB, N. Y.

2490th AF Reserve Sector—Mitchel AFB, N. Y.
(N. Y., N. J., Conn.)

2602d AResC, Syracuse, N. Y.
2604th AResC, Hartford, Conn.
2610th AResC, New York, N. Y.
635th USAF Hospital, New York, N. Y.
2613th AResC, Buffalo, N. Y.
2615th AResC, Newark, N. J.
2623d AResC, Mitchel AFB, N. Y.
2552d AResC, Newburgh, N. Y.
26DDth AResC, Rochester, N. Y.
2608th AResC, Albany, N. Y.

2491st AF Reserve Sector—Grenier AFB, N. H.
(Maine, N. H., Vt., Mass., R. I.)

26D9th AResC, Boston, Mass.
619th USAF Hospital, Boston Army Base
2618th AResC, Pittsfield, Mass.
2625th AResC, Worcester, Mass.
2629th AResC, Portland, Maine
2619th AResC, Providence, R. I.

2ND AF RESERVE REGION—ANDREWS AFB, MD.

2492d AF Reserve Sector—Greater Pittsburgh,
AP, Coraopolis, Pa. (Penna.)

2601st AResC, New Cumberland, Pa.
2605th AResC, Wyoming, Pa.
2606th AResC, Coraopolis, Pa.
2614th AResC, Philadelphia, Pa.

2493d AF Reserve Sector—Andrews AFB, Md.
(Md., Va., Del.)

2551st AResC, Roanoke, Va.
2611th AResC, Baltimore, Md.
628th USAF Hospital, Baltimore, Md.
2617th AResC, Arlington, Va.
2630th AResC, Norfolk, Va.

2494th AF Reserve Sector—Clinton County
AFB, Ohio (Ohio, W. Va., Ky.)

2607th AResC, Cleveland, Ohio
262Dth AResC, Columbus, Ohio
2624th AResC, Charleston, W. Va.
2612th AResC, Louisville, Ky.
2626th AResC, Toledo, Ohio
2628th AResC, Cincinnati, Ohio

3RD AF RESERVE REGION—ROBINS AFB, GA.

2495th AF Reserve Sector—Atlanta, Georgia
(Ga., N. C., S. C., Tenn.)

2682d AResC, Raleigh, N. C.

2685th AResC, Knoxville, Tenn.

2689th AResC, Atlanta, Ga.

2691st AResC, Charlotte, N. C.

2680th AResC, Columbia, S. C.

2695th AResC, Nashville, Tenn.

2496th AF Reserve Sector—Tampa, Fla.
(Fla., Ala., Miss.)

2677th AResC, Miami, Fla.
2681st AResC, Jackson, Miss.
2686th AResC, Jacksonville, Fla.
269Dth AResC, Birmingham, Ala.
2698th AResC, Tampa, Fla.
620th USAF Hospital, Tampa, Fla.

4TH AF RESERVE REGION—SAN ANTONIO, TEXAS

2484th AF Reserve Sector—Dallas, Texas
(Texas, N. M., Okla.)

2568th AResC, San Antonio, Texas
2679th AResC, Albuquerque, N. M.
2684th AResC, Lubbock, Texas
2693d AResC, Ft. Worth, Texas
622d USAF Hospital, Ft. Worth, Texas

2688th AResC, Austin, Texas
2694th AResC, Oklahoma City, Okla.
2697th AResC, Ellington AFB, Texas
2683d AResC, Dallas, Texas
2696th AResC, Tulsa, Okla.

2485th AF Reserve Sector—New Orleans, La.
(La., Ark.)

2687th AResC, Little Rock, Ark.
2699th AResC, Shreveport, La.
2692d AResC, New Orleans, La.
637th USAF Hospital, New Orleans, La.

5TH AF RESERVE REGION—SELFRIDGE, AFB, MICH.

2480th AF Reserve Sector—O'Hare IAP, Ill.
(Ill., Ind., Mich.)

265Dth AResC, O'Hare IAP, Ill.
640th USAF Hospital, O'Hare IAP
2652d AResC, Detroit, Mich.
2658th AResC, Indianapolis, Ind.
625th USAF Hospital, Indianapolis, Ind.
2660th AResC, Grand Rapids, Mich.
2668th AResC, Ft. Wayne, Ind.
2664th AResC, Decatur, Ill.

2481st AF Reserve Sector—Minneapolis, Minn.
(Minn., Wisc. N. D., S. D.)

2654th AResC, Milwaukee, Wisc.
2655th AResC, Minneapolis, Minn.



2482d AF Sector—Denver, Colo.
(Colo., Kans., Wyo., Nebr.)

2651st AResC, Omaha, Nebr.
2656th AResC, Denver, Colo.
2659th AResC, Wichita, Kans.

2483d AF Reserve Sector—St. Louis, Mo.
(Mo., Iowa)

2653d AResC, Kansas City, Mo.
2657th AResC, St. Louis, Mo.
2662d AResC, Des Moines, Iowa

6TH AF RESERVE REGION—HAMILTON AFB, CALIF.

2477th AF Reserve Sector—Vancouver, Wash.
(Wash., Ore., Mont., Idaho)

2564th AResC, Boise, Idaho
2642 AResC, Spokane, Wash.
2644th AResC, Vancouver Barracks, Wash.
2648th AResC, Seattle, Wash.

2478th AF Reserve Sector—(So. Calif.) Long
Beach, Calif. (So. Calif., Ariz.)

2563d AResC, Los Angeles, Calif.
2565th AResC, Pasadena, Calif.
2567th AResC, Van Nuys, Calif.
2638th AResC, Phoenix, Arizona
2639th AResC, San Diego, Calif.
2645th AResC, Long Beach, Calif.
616th USAF Hospital, Long Beach MAP
2646th AResC, Mira Loma, Calif.

2479th AF Reserve Sector—San Francisco
Calif. (No. Calif., Utah)

2562d AResC, Alameda, Calif.
2640th AResC, San Jose, Calif.
2641st AResC, Fresno, Calif.
2643d AResC, San Francisco, Calif.
631st USAF Hospital, San Francisco, Calif.
2649th AResC, Sacramento, Calif.
2647th AResC, Salt Lake City, Utah

AIR RESERVE RECORDS CENTER—DENVER, CO.

HQ. CIVIL AIR PATROL—ELLINGTON AFB, TEXAS

A breakdown of CONAC's Air Force Reserve Region structure is shown here, exclusive of groups, squadrons and detachments. Locations of Recovery and Base Support units are still under consideration. The Navigator Training Program (not listed) remains under CONAC jurisdiction, but separate from the Region operation. This listing is subject to change.

Air Guard Improves

Readiness

by Maj. Gen. Winston P. Wilson, Deputy Chief, National Guard Bureau

The major feature of the Air Reserve Forces reorganization as it affects the Air National Guard is the transfer of training and inspection functions from CONAC to those USAF commands which would acquire Air Guard units upon mobilization.

It is a measure of CONAC's success in rearing us that we can now take our place as an integral element of USAF's major operating commands.

Under CONAC's supervision, Air Guard combat readiness has advanced to the highest peak in our history. Concurrently, our accident rate declined to a new low in 1959 and has continued downward so far in 1960.

CONAC did a fine job for us. Now we are moving into a new era of readiness training to bring our combat technique and operating concepts into full alignment with our parent commands.

How does the Air Guard shape up as CONAC turns over its training responsibilities to the gaining commands? The question can be answered by reviewing ANG's capabilities in three categories—manpower, training, and equipment.

Our manpower picture has never been brighter. We are bumping up against our authorized drill pay ceiling of 72,000 officers and men, and most of our units have a waiting list of qualified candidates. Our reenlistment rate is the highest in Air Guard history—more than 80 percent. Our 13,000 full time technicians—officer and enlisted—are the nucleus of our force, providing skilled direction and strong motivation and leadership throughout our units.

Training is reflected in our operational readiness rates. Air crew readiness in our flying units averages about 70 percent. We are trying to build readiness of other than air crew personnel to the same level, by sending key people to Air Force tech schools as our funds permit, and by conducting on the job training to bring others up to desired proficiency levels.

As I indicated earlier, flying safety is directly related to combat readiness. This spring, during our annual commanders' conference, I was gratified to be able to present awards to 52 Air Guard squadron commanders for achieving an



accident-free flying record throughout 1959. I am sure that in virtually every one of those squadrons you would also find their operational readiness rates are among the highest in the Air Guard.

The third ingredient of a capable combat force is equipment. Our aircraft and supporting equipment come, of course, from the active Air Force, which assigns us missions commensurate with the equipment provided. It is indicative of our missions, therefore, that we are equipping 15 squadrons with Century Series aircraft in the coming year—seven squadrons of F-100s, three squadrons of F-104s, and five squadrons of F-102s. Other aircraft in the Air Guard inventory include F-86Ls and F-89Js in our air defense units; F-86Hs and F-84Fs in tactical fighter squadrons, and RF-84Fs and RB-57s in our tactical reconnaissance units.

Meanwhile, as the manned interceptor gradually gives way to the air defense missile, the Air Guard is shifting to other essential missions. One is long-range airlift. Early this year we converted six squadrons to air transport squadrons employing the C-97 *Stratofreighter*, and we expect to convert several more squadrons to long-range airlift before long.

We are also planning to convert some of our squadrons to tanker aircraft for in-flight refueling support of the Air Guard's tactical fighter force. The strategic combination of ANG refueling squadrons, tactical fighters, and long-range heavy transports will provide USAF with a substantial back-up for TAC's Composite Air Strike Force.

Along with changes in our flying units, we are also effecting some reorganization of our communications-electronics units to meet requirements of the gaining commands. More than 12,000

see WILSON page 14



LT. GEN. JOSEPH H. ATKINSON
Commander, Air Defense Command

"In my opinion, our air defense posture will be improved as a result of the forthcoming transfer of responsibilities for Air National Guard units. The Air Defense Command welcomes the opportunity to assume direct responsibility for training and inspection of our Guard units. Now these units will train with us, as they will fight with us if war should come. I believe this system will be much more effective than the old one in which they trained with one command for ultimate duty with another. Moreover, it is more economical. The Air National Guard is an important part of our deterrent force. Already well trained by Continental Air Command, under the new system they should make a significant contribution to our total defense. It is my personal wish that every Guardsman will participate fully in the new training program, to the mutual benefit of the Air National Guard and the Air Defense Command."

■ FOCAL POINT page 8

- Keep the Commander, CONAC, informed on the status of effectiveness of assigned units and activities.
- Provide representation for State Facilities Reserve Boards.
- Plan for the use and coordination of the Civil Air Patrol in Search and Rescue and Domestic Emergency Operation.
- Insure conduct of Air Force cooperation with the Air Explorer Program.
- Assist CONAC in its responsibilities for the MARS (Military Affiliated Radio System) Program.
- Conduct a continuing information program in support of the missions and responsibilities assigned to achieve wide-spread understanding and support of the Reserve Forces, USAF, CONAC and the Air Force Reserve Region.

Each Air Force Reserve Region headquarters, headed by an Air Force General Officer, with an inactive duty Reserve General Officer as deputy, will be staffed by 117—32 active duty personnel and 85 inactive duty Reserve personnel.



Subordinate to each Air Force Reserve Region will be two or more numbered Air Force Reserve Sectors. A total of 16 Sectors will be organized to replace the present Air Reserve Training Wings which will be discontinued as of September 1, 1960. Sector headquarters will correspond to present locations of Air Reserve Training Wings with the exceptions of the wings at Scott AFB, Illinois, and Ellington AFB, Texas, which will be moved to St. Louis, Mo., area and New Orleans, La., respectively.

Each Sector will include a specific geographic area and will not subdivide states, with the exception of the State of California. That State will be divided in two from East to West approximately halfway between Los Angeles and San Francisco. The Sector headquarters located in the Greater Los Angeles area will cover the southern portion of California plus the State of Arizona. The Sector headquarters located in the San Francisco area will have the northern portion of California plus the States of Nevada and Utah.

Sector headquarters will be manned by permanent party personnel from within present CONAC resources and within

the over-all personnel authorization under the new plan. Permanent party Manning will be augmented by Reserve mobilization assignees.

All Reserve units and individual training activities below the Sector level of control will be under the management of inactive duty Reservists. Permanent party personnel will be attached in a liaison and adviser capacity to assist as required.

The period of September 1, 1960 through June 30, 1961 is designated as the period during which the new recovery role will be tested. During this period all Air Reserve Centers will be retained in the CONAC organizational chain of command, and will continue to administer the individual training program through the present numbered Air Reserve group squadrons and detachments (flights) as at the present time. These Centers will also continue to provide administrative support to Category "A" non-flying Air Force Reserve units as at present.

■ REVISED PROGRAM from page 5

will be done on the active base concerned, utilizing available base facilities and equipment. These units will be manned along the lines of the air base group of the base concerned to include all supporting elements. They will be sufficiently flexible to satisfy the augmentation requirements of the base commander concerned, taking into consideration the available personnel resources of the area concerned.

RESERVE RECOVERY GROUPS:

The second type Reserve unit to be activated on a trial basis is the Reserve Recovery Group. Six of these groups will be activated on September 1, 1960, one in each of the six Regional areas. During the test period the Reserve Recovery Groups will convert from individual training to unit training continuing with individual training as required during the transitional period. Reserve Recovery groups will report to the Sector headquarters in their geographic area. CONAC will be the wartime gaining command of these units. Specific details with respect to the mission of these units, the UMD's, training standards and facility requirements and equipment policies are in process of development. It is expected that many problem areas will be pinpointed and much valuable experience and firsthand information in this general area will be gained for future use through activation of these few experimental units.



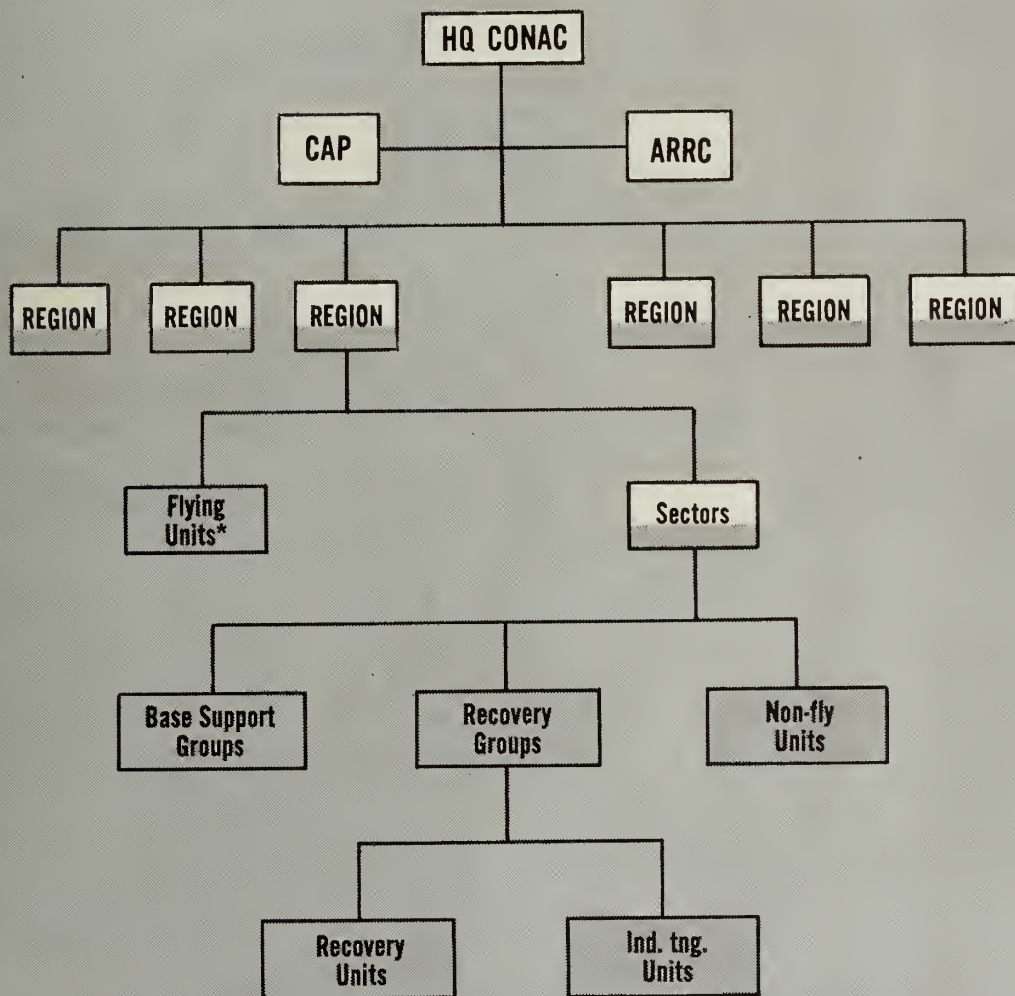
GAINING COMMANDS FOR ANG UNITS

Air National Guard units will be assigned as follows:
 Flying Units) TACTICAL AIR COMMAND—7 Fighter Wings (21 sq), 4 Reconnaissance Wings, (14 sq), 4 Troop Transport Squadrons (medium); AIR DEFENSE COMMAND—11 Air Defense Wings (40 sq), 2 Air Transport Wings (heavy) (6 sq), 1 Aeromedical Evacuation Group (5 sq); PACIFIC AIR FORCE—1 Fighter Interceptor squadron; AAC—1 Transport Squadron (light); (Non-flying

Units) TACTICAL AIR COMMAND—2 Tactical Control Groups (8 sq, 6 flts); AIR DEFENSE COMMAND—3 AC&W Squadrons (fixed); MILITARY AIR TRANSPORT SERVICE—4 Communications Groups (20 sq), 2 AACS Squadrons (9 AACS flts); AIR MATERIEL COMMAND—12 GEEIA Squadrons, 3 Communications Construction Squadrons, 2 Communications Maintenance Squadrons; AIR UNIVERSITY—1 Communications Squadron; PACIFIC AIR FORCE—2 AC&W Squadrons (fixed).

Air Force Reserve

CONAC ORGANIZATIONAL STRUCTURE
 Ultimate 1 July 61

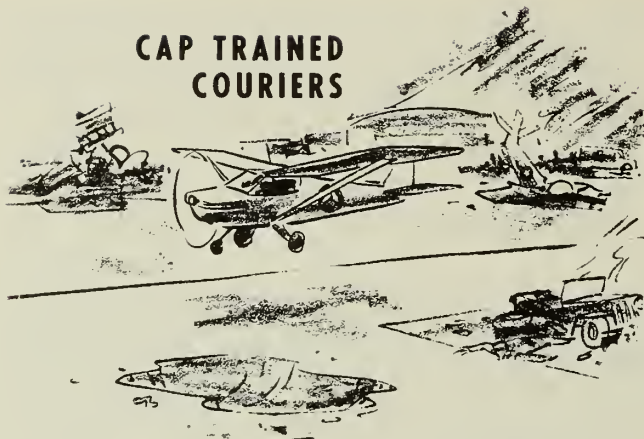


Management by Reservists

*Includes Aerial Port Squadrons and Air Terminal Squadrons

The ultimate Air Force Reserve structure stresses increased supervision and management by inactive duty Air Force Reserve personnel.

CAP TRAINED COURIERS



Civil Air Patrol light planes, working out of recovery air strips, will render valuable assistance under the new plan.

■ EATON from page 3

wartime gaining commands are given responsibility for the *supervision of training and inspection* of Air National Guard and Air Force Reserve units which are to be under their control in the event of mobilization. This responsibility was *previously* executed by CONAC. Because the gaining commands are charged with the responsibilities indicated, each gaining command is responsible for insuring proper emphasis and control of the Reserve Forces program.

The plan does not change any of the responsibilities of the National Guard Bureau or the States for the Air National Guard. Command, administrative, budgetary, and logistic support for the Air National Guard will continue unchanged, and the responsibility for supervision of training and inspection will be transferred from CONAC to the appropriate gaining commands.

Management of the Air Force Reserve undergoes more extensive changes than that of the Air National Guard. CONAC continues to *command* all Air Force Reserve units as well as to provide administrative, budgetary, personnel and logistic support. As in the case of the Air National Guard, the responsibility for supervision of training and inspection of Air Force Reserve units is now charged to the appropriate gaining command. This change in functions necessarily involves some changes in the structure of CONAC.

Planning and staff support of the Air National Guard and the Air Force Reserve is conducted on an integrated basis within the Air Staff with the office of the Assistant Chief of Staff for Reserve Forces acting as the staff point of contact on Air Reserve Forces matters. This means that the same agencies who develop the plans applicable to the major air commands likewise develop the plans for the Air National Guard and the Air Force Reserve. This insures that the capabilities of these components are considered along with active force units in developing the force structure of the United States Air Force.

Participation by inactive duty Air Force Reservists in the *supervision and operation* of the Air Force Reserve is emphasized by the reorganization of the existing three numbered air forces in CONAC into six Air Force Reserve Regions and the conversion of Air Reserve Training Wings into Sectors. Both Region and Sector headquarters will contain a large proportion of inactive duty Reservists.

The plan for management of the Air Reserve Forces opens

the way to more efficient management, it puts the know-how and experience of the Reserve Forces to work in the program, and it gives the Reserve Forces an opportunity to become even more "useful and valuable" to the Air Force and the nation.

■ WILSON from page 11

Air Guardsmen serve in these units, covering a wide spectrum of communications and radar control functions.

With the gaining commands we have already entered upon a series of orientation sessions. On our part, we are helping to acquaint the commander and staff of the major commands with the Federal-State relationship of the National Guard and the procedures developed to assure the Guard's speedy response in any emergency. At the same time, the gaining commands have scheduled a series of meetings with our units to welcome Guardsmen into the command family and to bring them on command structure and mission responsibilities.

From these reciprocal meetings, I am confident we will not only sharpen our readiness for D-Day missions, but may also find more peacetime assignments which we can handle for our parent commands.

As you know, 20 Air Guard squadrons now provide coverage on runway alert for the Air Defense Command every day of the year. Our planes are armed and ready, responding within five minutes to ADC's scramble orders. This provides us with valuable training. It also enables ADC to bolster the nation's air defenses.

The Guard has flown firepower demonstrations for the Tactical Air Command, presenting to the active Army the sound and fury of close air support. It has joined in maneuvers with Army forces from Puerto Rico to Alaska, and has tested U. S. air defense in surprise penetration runs from all points of the compass.

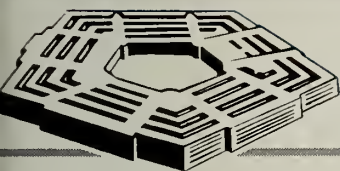
Through missions like these we are able to provide a double return to the Nation for our training dollars. There may be other such assignments in which we can replace or supplement active Air Force units.

We have reached an important milestone in Air Guard history. As we gradually transfer our association from CONAC to USAF's operating commands we hope we will find there the same degree of understanding and drive which CONAC's capable leadership moulded the present image of the Air National Guard.

READY WITH EMERGENCY EQUIPMENT



Reservists on hand at recovery air strips will furnish aid to incoming combat aircraft denied access to their home bases.



Pentagraphs

THE RESERVE FORCES POSTURE HEARINGS: Legislation affecting the Reserve Forces of the Armed Services is generated as the result of testimony before Congressional committees. The recent House of Representatives Committee on Armed Services (Subcommittee #3) headed by the Honorable L. Mendel Rivers (S.C.), which met from May 11-22, evoked the following comments with regard to the Air Reserve Forces:

"... The Air Reserve Forces have proved that they can perform, with combat capability, some missions previously assigned to the active Air Force. We are now assigning more missions to the Air Reserve Forces which we feel they can accomplish effectively and efficiently... As the Air Reserve Forces continue to demonstrate combat readiness or support capability in various areas, the Air Force will assign more new missions to them... Air Force planners are increasingly aware of this operational readiness and the potential of the Air Reserve Forces to take on more missions, both in numbers and in degree of priority... Our objective is to have in-being Reserve Forces that are "Ready Now!" We in the Air Force are actively seeking new roles and missions in which the Air Reserve Forces will improve our over-all military posture. We are using every available means to insure that our policies and decisions are compatible not only with our over-all Air Force commitments, but also with the capabilities of the Air Reserve Forces..."

MR. BEN W. FRIDGE, Deputy for Reserves and Reserve Officer Training Corps, Office, Secretary of the Air Force.

"... The operational readiness of the units of the Air Reserve Forces has been improving for some time. This is the real test of the effectiveness of training being conducted. Flying units of the Air National Guard are better than 63-percent ready. Forty-three of the forty-five troop carrier squadrons of the Air Force Reserve are better than 51-percent ready; twenty-five of these latter squadrons exceed a readiness of 75-percent. Operational readiness tests have confirmed the fact that all of these units can assume a wartime task now, should they be called upon. Additionally, there is impressive evidence of a quick reaction time for our Reservists." MAJ. GEN. ROBERT E. L. EATON, Chief of Staff for Reserve Forces, USAF.

"... The Air National Guard is in full support of this new management system where the gaining commands perform the supervision of training and inspection of the Air National Guard. We agree... that placing the responsibility for the supervision of training and inspection with the Command which will use the Guard units in time of mobilization will add to their combat effectiveness... During this space age and times of rapidly changing conditions, this new management system will provide us with an increased capability to respond on a more timely and effective basis. I highly indorse this new system and consider it as a positive forward step in the management of the Air Reserve Forces..."

MAJ. GEN. WINSTON P. WILSON, Deputy Chief, National Guard Bureau.

"... The program for training individuals is a program capable of flexing with our ever changing technological world. Its purpose is to maintain the individual with prior Air Force experience as a proficient and ready combination fighting man and technician. The approach is through his knowledge, attitude, belief and creative ability. In these endeavors we believe we are becoming more successful each day... There are other examples on an individual basis, but in total, our achievement has been that of coming closer to filling the demand of the Air Force for a special kind of individual manpower in reserve, skilled in modern warfare, ready, willing, capable of growth with future demands, and productive..."

BRIG. GEN. FELIX VIDAL, Deputy for Air Force Reserve Affairs, Office, Assistant Chief of Staff for Reserve Forces.

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THE AIR RESERVIST
AIR RESERVE RECORDS CENTER
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MAJ. GEN. SORY SMITH
Commander, 6th AF Reserve Region,
Hamilton AFB, Calif.

General Smith, former commander of Fourth Air Force, is a West Point graduate—class of 1930—and has held key positions during his military career. He has served as Executive to the USAF Chief of Staff in Washington, and also as deputy director of USAF Public Information. A more recent assignment was as commander of the Pacific Air Force and deputy commander of the Far East Air Forces.



MAJ. GEN. CHESTER E. McCARTY
Commander, 3d AF Reserve Region,
Robins AFB, Ga.

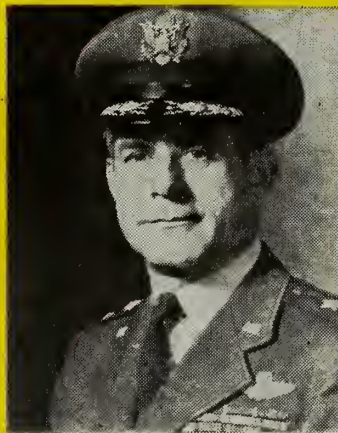
General McCarty, most recently commander of Fourteenth Air Force, has served with the Oregon National Guard and the Army Reserve, in addition to Reserve and Active Air Force Service. He has held key positions under Tactical Air Force and is experienced in troop carrier and air strike force operations.

NEW AIR FORCE RESERVE REGION COMMANDERS



COL. HOWARD F. BRONSON, JR.,
Commander, 2d AF Reserve Region,
Andrews AFB, Maryland

Rated an excellent staff officer and commander, Colonel Bronson distinguished himself more recently as wing commander of the 3d Bombardment and 17th Bombardment Wings in Korea and Japan. His recent posts included duty as assistant deputy chief of staff for operations, Hq. 4AF, and commander of the 2578th Air Base Group, Ellington AFB, Texas.



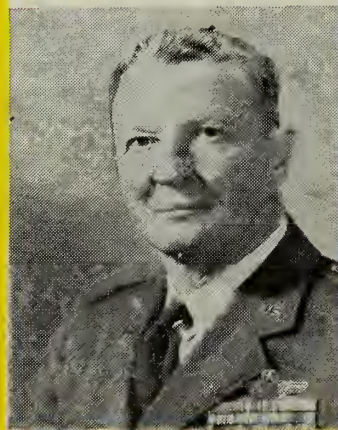
MAJ. GEN. HAROLD R. MADDUX
Commander, 5th AF Reserve Region,
Selfridge AFB, Mich.

General Maddux, the recent commander of Tenth Air Force, is a West Point graduate—class of 1933—and has had a varied military career, including key duties at the Pentagon and also with the Military Air Transport Service. During his most recent Pentagon service he was assigned additional duty as staff director of the well-known Cordiner Committee.



COL. CHARLES W. BICKING
Commander, 1st AF Reserve Region,
Mitchel AFB, N. Y.

Colonel Bicking is a rated command pilot and has held many key commander and executive type posts in his 25 years of military service. During his most recent assignment with Continental Air Command, Colonel Bicking has been assistant deputy chief of staff for operations since June 30, 1958.



COL. JOHN S. CHENNAULT
Commander, 4th AF Reserve Region,
San Antonio, Texas

During Colonel Chennault's 27 years of military service, he has held a variety of top level command positions ranging from wing commander to chief of MAAGS in Spain. He has also served as deputy chief of staff, operations, director of intelligence, Hq. USAF, and his most recent assignment was deputy commander, Hq. 4AF, Hamilton AFB, Calif.

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THE AIR Reservist



AUGUST 1960



Circuit Riding Lawyers 1960

Air Force Reserve Judge Advocates
to furnish legal aid to remote
Air Force installations.
... page 7

MORE ON REVISED MANAGEMENT PLAN

"Quote..."

"To be truly effective in the modern era of ballistic missiles, supersonic aircraft and nuclear weapons, our Air Reserve Forces must be an 'in being' part of Air Force combat and support capabilities—comparable in effectiveness and readiness to our first line active units. Today, our Air Reserve Forces do comprise a significant portion of this Nation's overall aerospace capability."

—GEN. THOMAS D. WHITE,
Chief of Staff, USAF

THE AIR Reservist

Vol. XII—No. 7

AIR FORCE RESERVE AIR NATIONAL GUARD
CIVIL AIR PATROL



AUGUST 1960

Lt. Gen. William E. Hall
Commander, Continental Air Command

Col. Richard P. Haney
Chief, Office of Information, CONAC

EDITOR
Fred E. Giachino

ASSOCIATE EDITOR STAFF WRITER
Earl E. Lane TSgt David L. Sutherland

The Air Reservist is an official publication of Continental Air Command approved by the Secretary of the Air Force in accordance with Section 278, Title 10, U. S. Code. This section requires the dissemination of complete and up-to-date information of interest to the Air Reserve Forces.

Editorial Office: The AIR RESERVIST
OI, CONAC, Mitchel AFB, NY

The material contained in *The Air Reservist* is listed in the Air University Periodical Index.

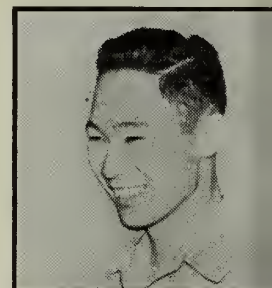
Use of funds for printing this publication has been approved by the Secretary of the Air Force and the Director of the Bureau of the Budget 23 July 1958.



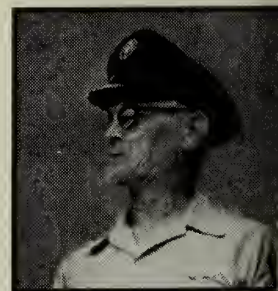
... PEOPLE

SSGT WILLIAM E. WILLIFORD, an Air Force Reserve Technician with the 435th TCW, Miami, Florida, distinguished himself by quick action during an air mobility exercise with Strategic Army Command's 82d Airborne Division. During a July 4th airshow over

Miami, the object was to drop a 7,150-pound, 150-mm howitzer, and a small "stick" of paratroopers from a C-119 Flying Boxcar. The howitzer hung up over the drop zone and while the dropmasters had partially secured the gun, the 15-foot tractor chute popped loose and began flapping against the elevators. This caused the howitzer to turn sideways and dig its spade into the plane's fuselage. Sgt. Williford eased around the howitzer, which was restrained by a small chain and hacked at the nylon strap connected to the extractor chute. His actions prevented release of the 100-foot cargo chute which would have been disastrous to the plane and its 19 passengers.



A2C RAY M. KATO, a medic with the California Air National Guard's 148th AC&W Squadron at Compton, received his State's third highest award—the Medal of Merit. While enroute to his unit's training assembly in October of 1959, Airman Kato distinguished himself at the scene of an automobile accident in which three members of his unit were injured, one seriously. Kato administered first aid to the injured airmen and took control of the situation until the proper authorities and ambulance had arrived. It is possible that the airman's life was saved and further injury prevented by virtue of his actions in stopping the bleeding and in not allowing the patient to be moved. In civilian life, Airman Kato is a registered pharmacist, having received his degree of Doctor of Pharmacy at the University of Southern California in 1958.



MSGT ALVIN O. BASS, 154th Tactical Reconnaissance Squadron, Arkansas ANG, Adams Field, Arkansas, the oldest man in the squadron, became the first Arkansas Guardsman to retire under the age limit program. Reaching 64 years of age and 31 years of service, Sgt Bass retired on July 5th. He has been with the 154th for the entire 31 years and has seen the outfit go from Jennys to the RB-47s. Bass has held all five of the F.A.A. ratings—airplane mechanic, engine mechanic, radio mechanic, parachute rigger and airplane pilot. He is the only Master Rigger in the state and his five commercial ratings make him the most rated man in Arkansas. Before retirement, Sgt Bass was an Air Technician with the ANG unit.



MAGELLANS!

Air Force Reserve aircrews have qualified as modern Magellans after flying a shipment of 21 C-119G Flying Boxcars, sold to the Indian Air Force, to Agra, India. Believed the first AF Reserve crews used on an overseas aircraft ferrying mission, they completed their globe-girdling hop via MATS. First to complete the trip was the 732d TCSq crew, Grenier AFB, Manchester, N. H. Major George S. Cricenti, 732d operations officer (left) welcomes back (l-r) Capt. Kenneth Bunker, pilot; SSgt Francis Thampson, radio operator; SSgt Robert Draper, flight mechanic; Capt. Joseph Bonner, navigator; and Capt. Russell Taber, pilot. Reserve troop carrier wings involved in the project were the 512th, Willow Grove, Pa.; 403d, Selfridge AFB, Mich.; 440th, General Mitchell Field, Wisc.; 434th, Bakalar AFB, Ind.; 442d, Richards-Gebaur AFB, Mo.; 435th, Miami, Fla.; and 94th, Hanscom Field, Mass.

TEXAS AIR NATIONAL GUARD is testing a new plan during FY 1961 which may outmode the traditional 15-day summer field training period, at least for certain types of units. Instead of training all its 2,500 men at one time, the Texas Air Guard will call up its members individually from one to 15 days throughout the year. Texas operates the 136th Air Defense Wing, with interceptor units at Dallas, San Antonio and Houston. Since it has a continuous air defense mission, the wing proposed a plan which provides training—and needed manpower—throughout the year instead of concentrating it in one two-week period. Scheduling individuals to perform field training against the day-to-day mission requirements of the unit would assure a more effective utilization of personnel and avoid the surge of manpower experienced during the normal two-week summer tours. The plan was approved by the National Guard Bureau, the Air Defense Command and the Assistant Chief of Staff for Reserve Forces.

AIR RESERVE FORCES POLICY COMMITTEE changes have been made recently to both the Air Force Reserve and Air National Guard panels. Maj. Gen. Clarence A. Shoop, chief of staff of the California Air National Guard, remains as chairman of the over-all committee as well as the Air Guard panel. Other Air Guard holdovers are Brigadier Generals Frank Bailey, Arkansas, and George R. Doster, Jr., Alabama. New members are Brigadier Generals Joe Foss, South Dakota; John M. Campbell, Nebraska; and Collins H. Ferris, Wisconsin. Newly designated Air Guard alternates are Brigadier Generals Charles H. DuBois, Missouri and Frank W. Berlin, Iowa.

The Air Force Reserve panel is now chairmanned by Brig. Gen. Frank T. McCoy, Tennessee. Holdovers include Brig. Gen. Ramsay Potts, Washington, D. C., and Colonels Asa W. Candler, Georgia, and Edward J. Haseltine, New Hampshire. New members on the panel are Colonels Joseph W. Barron, Washington, D. C., and Charles E. Heidingsfelder, Texas. Alternates are Brig. Gen. Roy Sessums, Louisiana, and Colonel James H. McPartlin, Michigan.

The remaining USAF member is Maj. Gen. Elvin S. Ligon, director of Personnel Planning, USAF. Joining him on the committee are Hq USAF Major Generals John K. Hester, deputy director of Operations; Albert P. Clark, director of Military Personnel; James V. Edmundson, director of Personnel Procurement and Training; Prescott M. Spicer, director of Programs; and Thomas J. Gent, director of Manpower and Organization.

The new committee will meet in October. A proposal has been made to Hq USAF that the regional policy committees formerly at numbered air forces be reconstituted under the major USAF gaining commands—CONAC, TAC, ADC and MATS. Formal approval of this plan is subject to review by the USAF-level policy committee in October.

A STATEMENT IN THE USCOA (Uniformed Services Contingency Option Act of 1953) article in April's edition of *The Air Reservist* in which Reservists were advised they may forward AF Form 806s for witnessing was in error. The statement correctly reads that each Reservist must complete and sign AF Form 806 (Election of Options under the Uniformed Services Contingency Act), and have it witnessed no later than midnight on the date he will have completed 18 years of creditable service for basic pay purposes. Do not forward 806s for witnessing.

THERE WILL BE NO SEPTEMBER ISSUE of *The Air Reservist* magazine due to normal Bureau of the Budget limitations. Therefore, the next issue will combine September and October and is scheduled for distribution during the first week of October. Appropriated funds for the magazine are budgeted for 10 issues annually. As a result, two issues each year are combined.

OUTLOOK:

...Pinecone III

■ Brightstar/Pinecone III

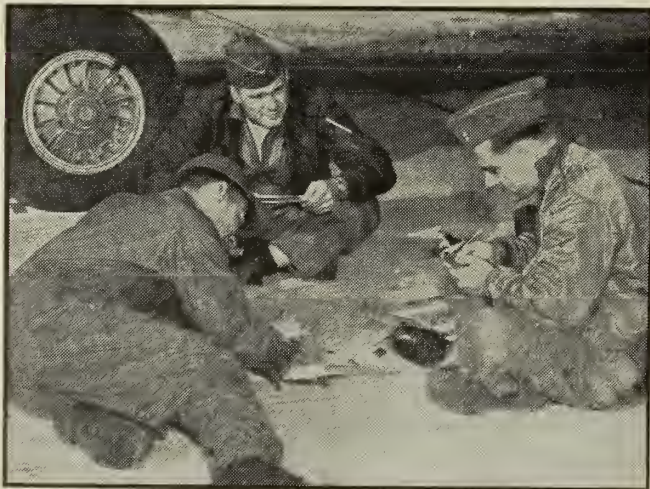
Brightstar/Pinecone III will employ more than 55,000 Air Force Reserve, Air National Guard and Army personnel in a gigantic test of individual and unit training of Army and Air Force operations, to include troop drops, air evacuations, and resupply missions under simulated battle conditions. The Army calls its part of the exercise *Brightstar*.

The Air National Guard, throwing in 40 tactical fighter and 18 tactical reconnaissance planes, will fly alongside some of the Tactical Air Command's famed F-100 *Super Sabres* and F-104 *Starfighters*. Brig. Gen. Donald J. Strait, commander of the 108th Tac Fighter Wg (N.J. ANG), will command ANG Tactical Air Force units (ANG/TAF). ANG units will include the 108th Tactical Fighter Wing, McGuire AFB, N. J., with F-84s flying out of Byrd Field, Richmond, Va. and the 117th Tactical Recon Wing, Birmingham, Ala., with RF-84Fs working from Seymour Johnson AFB, N. C.

Exercise director for the Air Force will be Maj. Gen. Maurice A. Preston, commander of the 19th Air Force, Seymour Johnson AFB, N. C. Earlier, Maj. Gen. Henry Viccellio had been announced as Air Force exercise director. Brig. Gen. Rollin B. Moore, commander of the 349th Troop Carrier Wing (Res), Hamilton AFB, Calif., will command the Troop Carrier Forces during this exercise.

A total of 30,000 U. S. Army troops, of which 11,000 will be airborne, will be involved from the XVIII Airborne Corps, 82nd Airborne Division, 101st Airborne Division, two engineer battalions, plus military police and other combat and support elements. Lt. Gen. Herbert B. Powell, U. S. Third Army commanding general, will direct the Army exercise.

All 15 of the USAF's Reserve troop carrier wings will take an active part in the maneuver as the Provisional Troop Carrier Air Force. They include the 94th, 302d, 349th, 403d, 433d, 434th, 435th, 440th, 442d, 445th, 446th, 452d, 459th, 512th, and 514th. Six aerial port squadron (Reserve) are in-



Recent Operation Dokoto All-American, troop drop exercise, buildup to Pinecone III, engages 96th TCSq (Res) aircrew, Minneapolis-St. Paul IAP, (l-r) Lt. Metchette, navigator, Lt. Tolfreg, pilot, Moj. Telek, pilot.

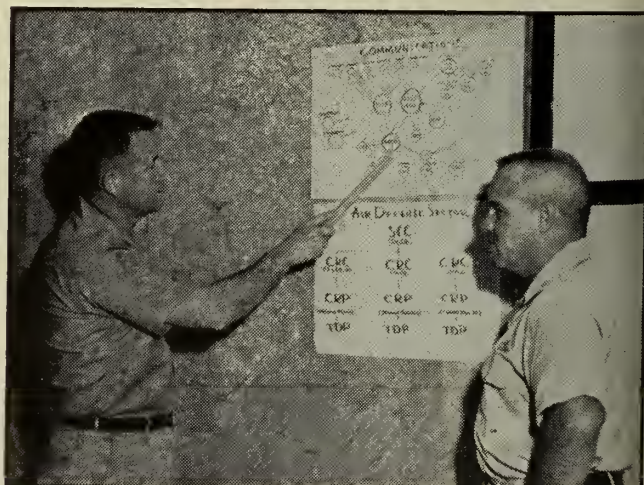
...Region Jobs

The Air Reserve Forces are marshalling resources for Exercise Brightstar/Pinecone III which will take place the 13th thru the 27th of this month. It will be a major troop carrier and tactical exercise and will be held in the traditional maneuver grounds of the Pope AFB-Ft. Bragg North Carolina area. Pinecone III (the Air Force portion of the exercise) will feature the largest peacetime operation ever engaged in by Air Reserve Forces personnel. Some 25,000 Air Force Reserve, Air National Guard and Regular Air Force personnel are to be committed, plus 600 Air Reserve Forces and Regular Air Force aircraft

cluded: namely, the 11th, 14th, 15th, 16th, 17th, and 18th. Other units are: 32d and 51st Casualty Staging Squadrons, 7th Aeromedical Evacuation Group and 11th AACS Squadron.

Last year three departure/disposal bases were used in Operation *Darkcloud/Pinecone II* for Air Force Reserve and two for Air National Guard. The Air Force Reserve will operate out of eight of these bases at Shaw AFB, S. C., Myrtle Beach AFB, S. C., Donaldson AFB, S. C., North Auxiliary Airfield, S. C., Charleston AFB, S. C., Robins AFB, Ga., Bush Field, Ga., and Pope AFB, N. C.

High point of the *Pinecone III* exercise will be the Air drop of 8,500 paratroopers and 3,500 tons of equipment on August 20 by the 101st Airborne Division. This operation will be followed by another assault landing of 3,700 'chutists and 550 tons of equipment from the 82d Airborne Division on August 23, weather permitting.



Explaining communications situation in pre-planning for Pinecone III, Brig. Gen. Donald J. Strait, ANG/TAF commander (l), briefs assistant, Col. C. W. Boedeker of temporary headquarters, Seymour Johnson AFB, N. C.

Region Jobs

All Air Force Reservists who are qualified by grade and AFSC are eligible to apply for Part I positions with the newly organized Air Force Reserve Region headquarters. Pre-selection will be involved, however, assignment to a position will be predicated on a *best qualified basis*, with the indication of an individual desire to provide substantial time effort on the job.

Assignment to an Air Force Reserve Region headquarters will provide Reservists with the opportunity to contribute to the management of the Air Force Reserve program at the AF level. Consequently, interest in these positions will be high and a high degree of competition for selection is anticipated. Reservists who desire to apply for these positions should immediately contact the commander of the appropriate region headquarters in their area. They are: 1st AF Reserve Region, Mitchel AFB, N.Y.; 2d AF Reserve Region, Andrews AFB, Md.; 3d AF Reserve Region, Robins AFB, Ga.; 4th AF Reserve Region, Randolph AFB, Texas; 5th AF Reserve Region, Selfridge AFB, Mich.; and 6th AF Reserve Region, Hamilton AFB, Calif.

Each of the six Air Force Reserve Region headquarters has authorization for the following positions:

Position	Grade	AFSC	Authorized
Deputy Chief of Staff (to Deputy)	Capt.	7024	1
Chaplain			
Staff Chaplain	Lt. Col.	7916	1
Chaplain's Assistant	SSgt	70150	1
Reserve Personnel			
Deputy Chief of Staff	Col.	0016	1
Personnel Staff Officer	Lt. Col.	7316	1
Personnel Technician	MSgt	73270	1
Personnel Technician	TSgt	73270	3
Comptroller			
Deputy Chief of Staff	Lt. Col.	0056	1
Analyst	TSgt	68170	1
Accounting and Finance			
Actg & Finance Staff Off.	Lt. Col.	6716	1
Actg & Finance Supv.	MSgt	67170	1
Admin. Clerk	A1C	70250	1
Statistical Services			
Stat. Service Officer	Maj.	6834	1
Stat. Service Supervisor	MSgt	68170	1
Budget			
Budget Officer	Lt. Col.	6736	1
Operations			
Deputy Chief of Staff	Col.	0036	1
Pl. & Tng. Staff Officer	Lt. Col.	7516	2
Administrative Supv.	TSgt	70270	2
Administrative Clerk	SSgt	70250	2
Administrative Clerk	A1C	70250	1
Intelligence			
Intell. Staff Officer	Lt. Col.	2016	1
Intell. Opns. Tech.	TSgt	20470	1
Admin. Clerk	SSgt	70250	1

Augmentation of the six Air Force Reserve Region headquarters with Air Force Reservists not on extended active duty is now underway. This is a part of the new Plan for Revised Management of the Air Reserve Forces and offers qualified Reservists a number of choice Part I positions throughout the United States.

Plans and Programs

Operations Staff Officer	Lt. Col.	1416	1
Operations Staff Officer	Major	1416	1
Admin. Clerk	SSgt	70250	1

Manpower and Organization

Manpower Mgmt. Officer	Lt. Col.	7336	1
Manpower Mgmt. Officer	Maj.	7336	1
Admin. Clerk	SSgt	70250	1

Materiel

Deputy Chief of Staff	Col.	0046	1
Supply Staff Officer	Lt. Col.	6416	1
Orgn. Supply Supv.	MSgt	64670	1
Admin. Supv.	MSgt	70270	1
Admin. Clerk	A1C	70250	2

Communications

C&E Staff Officer	Lt. Col.	3016	1
Comm. Center Supv.	TSgt	29170	1
Comm. Center Spec.	A1C	29150	6
Admin. Clerk	A1C	70250	1

Administrative Services

Admin. Staff Officer	Lt. Col.	7016	1
Admin. Staff Officer	Maj.	7016	1
Admin. Supv.	MSgt	70270	1
Admin. Supv.	TSgt	70270	2
Admin. Clerk	SSgt	70250	3
Admin. Clerk	A1C	70250	2

Judge Advocate

Legal Staff Officer	Col.	7816	1
Legal Technician	TSgt	70570	1

Inspection

Director of Operations	Col.	0036	1
Supply Staff Officer	Maj.	6416	2
Admin. Staff Officer	Maj.	7016	2
Ed. & Tng. Staff Officer	Maj.	7516	2
Orgn. Supply Supv.	MSgt	64670	1
Admin. Supv.	MSgt	70270	1
Admin. Clerk	SSgt	70250	2
Admin. Clerk	A1C	70250	1

Information

Info. Staff Off.	Lt. Col.	7216	1
Info. Staff Officer	Maj.	7216	2
Info. Officer	Capt	7224	3
Info. Technician	TSgt	72170	1
Admin. Clerk	SSgt	70250	2

Surgeon

Aeromed. Intel. Off.	Col.	9356	1
Med. Serv. Tech.	TSgt	90270	1

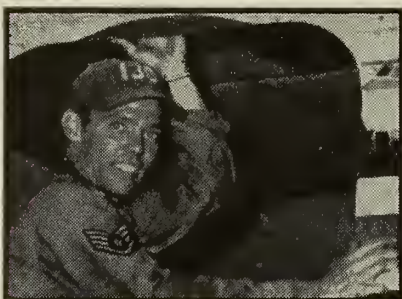
1960's OUTSTANDING RESERVE AIRMEN

Selected as 1960's outstanding airmen in the Air Force Reserve and Air National Guard, MSgt. Francis E. Nowicki and SSgt. Clarence E. Cunningham will receive distinctive honors at the Air Force Association's annual convention in San Francisco, Calif., Sept. 21-25.



AIR FORCE RESERVIST—msgt. FRANCIS E. NOWICKI

A native of Wayne, Pennsylvania, MSgt. Nowicki enlisted in the U. S. Army in October 1941. He spent more than four years in Army Signal Corps work including overseas in New Guinea-Luzon. Following his discharge in December 1945, he immediately joined the Reserve and maintained continuous Air Force Reserve affiliation since December 29, 1945. A first sergeant, he has served with the 512th Troop Carrier Wing, Willow Grove, Pennsylvania, for the past six years. Sgt. Nowicki uniquely combines leadership and dedication as a Reserve NCO with zealous participation in many local charity drives and active membership in such organizations as the VFW, AFA and others. He is married to the former Flores Skinner of Huntington, Pennsylvania. The couple have four children.



AIR NATIONAL GUARDSMAN—ssgt. CLARENCE E. CUNNINGHAM

A flight engineer with the 130th TCSq, Charleston, West Virginia, SSgt. Cunningham of Big Chimney, West Virginia, was one of the first three enlisted members of the West Virginia ANG when it was organized in 1947 and he has served continuously since then, including 21 months on active duty during the Korean conflict. In his service with the Air Guard, he has never missed a scheduled drill or field training period. He has flown more than 600 hours since his unit acquired SA-16 aircraft in 1955. In civilian life the sergeant operates a dry cleaning establishment with his father in Charleston. He is active in community, church and civic affairs and during his high school career he was student body president and football star. The sergeant and Mrs. Cunningham have two small daughters.

SEVENTY-FIVE RESERVE AIRMEN are offered an annual opportunity to advance beyond enlisted status. Covered by CONAC Letter 45-6, 75 airmen of the *Ready Reserve* are tendered direct commissions as captain, first lieutenant or second lieutenant. This is "The Outstanding Reserve Airmen Appointment Program." Eligibility requirements remain fairly constant from year to year. However, to guarantee appropriate screening and selectivity a cut-off date is announced for each annual selection period.

In 1960, the 75 appointment quotas were apportioned to CONAC's 4th, 10th and 14th Air Forces, the major air commands and separate groups and squadrons reporting directly to Hq CONAC. These direct appointments are reserved strictly for eligible airmen of all *Ready Reserve* elements (draft deferred personnel excluded). The appointees for fiscal year 1960 are as follows:

To Captain: MSgt. Blanchard, George E., Jr., Ephrata, Wash; MSgt. Crowford, Alin G., Baton Rouge 2, La; TSgt. Dinsmore, John W., El Segundo, Calif; MSgt. Green, Robert F., Kansas City, Mo; MSgt. Henderson, Leoon, Warrington, Flo; MSgt. Hiron, Frank K., Jr., Gardner, Moss; MSgt. Hollopeter, Frank R., Torrance, Calif; MSgt. Kehoy, Donald E., Mocon, Go; MSgt. Kuttler, Harold J., Fells Church, Va; TSgt. Loyng, Donald K., Groveland, Moss; MSgt. Lehmann, Poul A., West, Texas; TSgt. Moches, William A., Jr., Doly City, Calif; TSgt. Miller, William L., Jr., Quincy, Ill; MSgt. Nelson, John C., Englewood, Colo; MSgt. Pardini, Louis J., Pocotello, Idaho; TSgt. Possler, Anthony P., Fond du Lac, Wisc; MSgt. Peroles, Jose, San Antonio, Texas; TSgt. Rosken, Som A., Baltimore, Md; SSgt. Richter, Harold K., Skokie, Ill; MSgt. Septon, Warren L., Sportonburg, S. C.; TSgt. Street, Poul A., Idaho Falls, Idaho; MSgt. Turner, Robert H., Concord, N. H.; MSgt. Wilson, Gole L., Somerset, Calif.

To First Lieutenant: SSgt. Adoms, John T., Edmonds, Wash; SSgt. Both, John S., St. Paul, Minn; SSgt. Corson, Coy W., Greenville, S. C.; SSgt. Colby, Sidney T., Bord, Calif; TSgt. Conley, Emil R., Morion, Ill; TSgt. Donger, Charles W., St. James, Minn; MSgt. Elliott, James K., Hobart, Ind; SSgt. Forsey, Ewald S., New York 79, N. Y.; TSgt. Foxe, Douglas D., Sporto, Wisc; TSgt. Heoney, Donald S., Orlando, Flo; MSgt. Hill, John D., Rochester, N. Y.; TSgt. Himelhoch, Norman E., Ployo Del Rey, Calif; TSgt. Holmes, John A., Jr., Ripley, Tenn; SSgt. Kalerko, Albert C., Forrell, Po; TSgt. Kincoide, James W., Jr., Burkburnett, Texas; SSgt. Knight, Richard M., Camden, Moine; SSgt. Loshok, Albert, Hoxleton, Po; SSgt. Morcotti, Arthur D., Melrose 76, Mass; SSgt. Moxwell, Tom B., Goodman, Miss; TSgt. Miller, Mox E., Woyneboro, Po; SSgt. Moldenhouer, Thomas J., Melbourne Beach, Flo; TSgt. Morrison, Dudley I., Leesville, Lo; SSgt. Morrow, Homer E., Anderson, S. C.; MSgt. Osborn, Laurence R., Longview, Wash; SSgt. Pockhom, Richard L., Columbio, Mo; MSgt. Ponka, Emeronce M., Lo Crosse, Wisc; A1C Poul, James E., Chippewa Falls, Wisc; SSgt. Pennell, James K., Jr., East Longmeadow, Moss; TSgt. Purvis, William S., Jackson, Miss; SSgt. Shoemaker, Morvin F., Grandview, Mo; MSgt. Slocum, Preston, Jr., San Antonio, Texas; SSgt. Stokes, Lawrence L., Ft. Worth, Texas; SSgt. Taylor, Charles F., Jonesboro, Tenn; TSgt. Tolbert, J. T., Merritt Island, Flo; MSgt. Wood, Donald A., Sr., Lake Worth, Flo; TSgt. Wood, Joseph C., Berkeley S, Calif; TSgt. Yosker, Michael R., Greensburg, Po; SSgt. Zimmet, Howard N., North Miami 69, Flo.

To Second Lieutenant: SSgt. Beck, Patrick R., Ft. Wayne, Ind; SSgt. Brooks, Joseph D., Tucson, Arizona; TSgt. Burkholder, Richard A., Lonork, Ill; SSgt. Conrad, Joseph P., White Plains, N. Y.; SSgt. Hommer, Bobby J., Ames, Oklo; A1C Hopkins, Douglas W., Reno, Nev; SSgt. Kresheck, Kenneth, Madison 4, Wisc; SSgt. Lethi, Ralph H., Combro Heights 11, N. Y.; TSgt. Nielsen, Donald J., Omaha 12, Nebr; TSgt. Reeder, Allen E., Jr., Clemson, S. C.; TSgt. Ruzicko, Joseph J., Cheltenham, Po; TSgt. Smith, Kenneth F., Storrs, Conn; TSgt. Torres, George, Bortlesville, Oklo; SSgt. Veverko, Joanne S., North Miami, Flo.

CIRCUIT RIDING LAWYERS 1960

The Judge Advocate General's Department of the United States Air Force recently has revised its Reserve program to provide utilization which constitutes training rather than training for training's sake. Under this plan, Associate Reservists are assigned a duty station in a Judge Advocate office at an Air Force Base.

The post World War II Air Force has found itself engaged in activities which call for small, detached units scattered in remote areas throughout the country. These range from AC&W sites to AFROTC units which have several things in common—they are too small to rate all the services of an established base, and they are too far removed from a base to obtain these services with any degree of facility. Consequently, whenever the small unit needs something of a special nature, the rule of Mohammed going to the mountain applies. This, of course, places a manpower drain on an organization which usually measures its personnel by the handful.

As an example, everyone, including Air Force personnel, has problems at one time or another which call for the services of a legally trained expert. On a permanently established Air Force base this poses no problem since it is only necessary to visit the Legal Office at the appointed hour when the Judge Advocate can advise on personal, legal difficulties.

This is no simple matter for the Air Force man located in some far removed piece of geography. First, he has to get himself relieved from his duties for the period of time it takes to travel to the nearest Air Force base. Secondly, there is the matter of travel expense involved.

It would be well if the Judge Advocate could visit him at his remote station, but JAs are not on the Air Force payroll for the prime purpose of handling personal problems. There was a time when military lawyers were concerned only with the administration of military justice. Today, they spend as much, if not more time with claims, contracts and many other legal matters. The result is

an order of priority that leaves 1,200 or so very busy active duty attorneys.

Fortunately, this is where the Air Force Reserve—with some 800 military lawyers—can supplement the hard pressed Regular legal staff.

In a move that harkens back to the frontier days, plans are afoot to utilize Air Force Reserve JAs much in the same manner as the circuit-riding judges of olden times.

Under a new system, which became effective July 1, and is called the "Base Responsibility Plan," the 800 Reserve lawyers will be assigned to the base Judge Advocate's office at the Regular installation in their immediate area. The base JA, in turn, will retain some of them with the local office and assign others to remote vicinities such as AC&W sites and weather stations.

Each remote location will be assigned a part-time Reserve JA, who will visit the site every couple of weeks. Where a Reserve JA is not available for assignment to a particular site, USAF plans to directly commission a qualified lawyer living in the town nearest the site. He will be assigned to the part-time duty of servicing the installation.

While participating Reservists will

draw normal drill pay for this duty, it is not expected to come close to making up for the time and travel expended.

Colonel Maurice F. Biddle, the executive for Reserve Affairs in the JAG office at Hq USAF, and originator of the new scheme, declares: "Most Judge Advocate officers have a responsibility for furnishing legal services to units located at varying distances from their base. Associate Judge Advocates who live near those off-base units will fulfill their Reserve obligations by providing legal services on a regular basis. Instead of attending lectures and meetings, Associate Judge Advocates will be in intimate contact with the military law system. They will thus be kept familiarized with the whole body of military law, while they are assisting the active duty Air Force."

Col. Biddle cited a non-active duty Reserve JA who has been testing the new plan for a year. He is Lt. Col. Bruce Parks, of Hawthorne, Nevada, who on alternate weeks visits AC&W sites at Winnemucca and Tonopah, Nevada, by flying his personal plane to and from his home.

Colonel Biddle estimates this arrangement with Parks has saved the Air Force around \$150,000.

"It is with a deep sense of honor and great pride that I represent the Judge Advocate General's Department of the U.S. Air Force. We, in the Air Force law firm, like to think the military law system covers the spectrum of the law. Between the active duty and dedicated Reserve attorneys, we provide legal services to the largest corporation in the world. Our Associates in civilian life contribute to the U.S. Air Force their experience, time, and a sense of security in the knowledge they stand ready to assume legal duties in the event of mobilization. Young attorneys, Judge Advocates, independent practitioners and members of law firms give freely of their time in assisting active duty attorneys. Senior attorneys can help by giving time to these dedicated people, in order that they may continue in their Reserve activities."

"The Air Force JAG Department counts among its members some of the most competent attorneys, both in and out of military service, in the land. Thru their efforts we can assure our country the best in legal representation."—Maj. Gen. Albert M. Kuhfeld, Judge Advocate General.



Recovery Unit and Bas

When the Plan for Revised Management of the Air Reserve Forces was first announced, it was intended that six Air Reserve Centers would be converted at their present locations to test Recovery Groups on a six-month basis. However, present plans call for the conversion of *seven* Centers to test Recovery Groups under a nine-month schedule.

The following Air Reserve Centers will be converted to Air Reserve Recovery Groups: 2625th AResC, Worcester, Mass., to 8301st Recovery Group; 2605th AResC, Wyoming, Pa., to 8369th Recovery Group; 2612th AResC, Louisville, Ky., to 8368th Recovery Group; 2680th AResC, Columbia, S. C., to 8435th Recovery Group; 2692d AResC, New Orleans, La., to 8502d Recovery Group; 2662d AResC, Des Moines, Iowa, to 8569th Recovery Group; 2647th AResC, Salt Lake City, to 8636th Recovery Group.

Air Reserve Base Support Groups will be organized as follows: 8334th, Westover AFB, Mass.; 8401st, Wright-Patterson AFB, Ohio; 8468th, Sewart AFB, Tenn.; 8535th, Randolph AFB, Texas; 8602d, Richards-Gebaur AFB, Mo.; 8669th, Travis AFB, Calif.

The Navigator Training Program originally was established to consist of the 2223d Instructor Squadron (Navigator Training), Mitchel AFB, N. Y., and 17 detachments located throughout the United States: Det 1, Andrews AFB, Md.; Det 2, Long Beach MAP, Calif.; Det 3, Hamilton AFB, Calif.; Det 4, O'Hare IAP, Ill.; Det 5, Selfridge AFB, Mich.; Det 6, Minneapolis-St. Paul IAP, Minn.; Det 7, Dallas NAS, Texas; Det 8, Miami IAP, Fla; Det 9, Ellington AFB, Texas; Det 10, L. G. Hanscom Field, Bedford, Mass.; Det 11, Clinton County AFB, Ohio; Det 12, Dobbins AFB, Ga.; Det 13, Willow Grove NAS, Pa.; Det 14, Richards-Gebaur AFB, Mo.; Det 15, Billy Mitchell Field, Milwaukee, Wisc.; Det 16, Brooks AFB, Texas; Det 17, Niagara Falls MAP, N. Y.

However, effective August 1, 1960 the following Navigator Training Squadrons and detachments were discontinued at these locations: 8504th, Det 14, Richards-Gebaur AFB, Mo.; 8523rd, Det 15, Gen. Billy Mitchell Field, Wisc.; 8509th, Det 16, Brooks AFB, Texas; 8516th, Det 17, Niagara Falls MAP, N. Y. The 8495th and Det 13 at Willow Grove NAS, Pa., will be discontinued effective September 1, 1960.

As in all reorganizations, adjustments must be made to correlate units as to areas of jurisdiction, and in this case, geographical locations. The Region, Sector and Air Reserve Center locations have been resolved. However, groups and squadrons under the Air Reserve Centers will be readjusted by September 1, 1960 to correspond with the proper geographical locations of the parent units.

For example, many groups and squadrons are presently assigned to Air Reserve Centers in a given Sector area, but at the same time are in a geographical area outside the parent's—be it Sector or Center. Consequently, groups and squadrons will be reassigned to Air Reserve Centers within the same Sectors in which the group or squadron is located.



- ★ AIR FORCE RESERVE REGIONS
- AIR FORCE RESERVE SECTORS
- ▲ AIR FORCE RESERVE RECOVERY GROUPS
- ☆ AIR FORCE RESERVE BASE SUPPORT GROUPS

Support Group Locations

Large Numerals Indicate the Geographical Areas of the Six New Regions



AIR MAIL



Q. When I reach 60, I will have completed all requirements for retirement under Section 1331, Title 10, U. S. Code. Will I be eligible to receive VA compensation concurrently with retired pay?

A. You will not be entitled to receive both payments in full. You will be permitted to waive all or part of your retired pay, however, in order to accept pensions or compensation under VA laws.

Q. I am a second lieutenant and have been passed over for promotion. I am not now assigned to a *Ready* Reserve unit. May I be reassigned to a *Ready* Reserve position?

A. No. Paragraph 5m, AFR 45-3, precludes such reassignment to a *Ready* Reserve position of second lieutenants passed over for promotion once. It also precludes the reassignment of first lieutenants through lieutenant colonels who have been passed over twice.

Q. I am eligible for transfer to the Retired Reserve under the provisions of paragraph 4h (20 honorable years) or 4i (20 satisfactory years) of AFR 45-39. What is the advantage to me if I request transfer under the provisions of par. 4i?

A. If you transfer to the Retired Reserve under the provisions of paragraph 4i of AFR 45-39, your order will state that you are eligible to apply for retired pay at age 60. Under current procedures approximately 18 months before your 60th birthday you will be furnished the necessary forms to use in applying for retirement pay. You would be entitled to the same advantages as a member of the Retired Reserve whether you transfer under paragraph 4h or 4i of AFR 45-39.

Q. I was assigned to the Inactive Status List Reserve Section (ISLRS) 1 December 1959 for the first time because I failed to send in points I earned during the past year. If I send in the points now, will I be given credit and will the ISLRS order be revoked?

A. Yes, you will be given credit for these points. If they are dated within your last retention year and gives you a total of 30 points for that year, the ISLRS order will be revoked.

Q. What about Air Reserve Technicians under the new Plan for Revised Management of the Air Reserve Forces?

A. ART personnel remain with their units which continue under the gaining command for supervision of training and inspection, but CONAC retains responsibility for the formulation of policies affecting them.

aerospace library



Aerospace Dictionary, Frank Gaynor (Philosophical Library, \$6.00). An up-to-date compendium of word and term definitions from the fields of rockets, missiles, astronautics, aerospace medicine and scientific/military areas.

Introduction To Space, Lee A. DuBridge (Columbia University Press, \$2.50). Four lectures given at the Brookhaven National Laboratory, describing in clear, concise terms the meaning of orbiting space satellites, space as a laboratory and how man is meeting the challenge, our solar system, and the universe.

The Threshold Of Space, James S. Pickering (Dodd, Mead, \$3.50). An illustrated survey of the universe explaining the nature of space, statistics of the earth and other habitable planets, description of the stars, asteroids, comets and galaxies, by one of America's leading space experts.

Great Aircraft, Norman Macmillan (St. Martin's Press, \$5.95). An historical survey and assessment of 10 aircraft, from the Wright Flyer to the British De Havilland Comet which have made aviation history in war and peace, including Camel, Vimy, Pixie, Fox, Spitfire, Canberra, Viscount and Boeing B-29 Superfortress.

Daughter Of The Sky: The Story of Amelia Earhart, Captain Paul L. Briand, Jr., USAF (Duell, Sloan and Pearce, \$3.95). A remarkably written, thoroughly researched, biography of this American woman air pioneer. It descriptively chronicles her great "firsts" and dramatic triumphs such as the Atlantic flight and gives a detailed reconstruction of her last great around-the-world adventure, from which she never returned. Briand, AF Academy faculty member, presents proof of her capture by the Japanese in Saipan and her execution by the Japanese military garrison there.

Nuclear Flight: The United States Air Force Program For Atomic Jets, Missiles And Rockets, edited by Lt. Colonel Kenneth F. Gantz, USAF, (Duell, Sloan and Pearce, \$4.00). Commercial book version of the "Air Force Nuclear Propulsion" issue of the Air University Quarterly Review, Fall and Winter 1959. Twenty-two articles by top military and civilian experts outline and discuss the Air Force progress and accomplishment in research and development of nuclear powered aircraft.

Rocketship X-15: A Bold New Step In Aviation, Myron Gubitz (Julian Messner, \$4.95). The detailed story of the X-15 from conception to present including its flight with Scott Crossfield at the controls. The X-15 story is written against the historical background of the Air Force high-speed high altitude flight test program from WW II days through the X-12, featuring the men, aircraft and accomplishment.

Like other private corporations, Civil Air Patrol makes an annual report to its stockholders—the American public. Every air-minded citizen shares the benefits of this dedicated nonprofit organization whose members volunteer their service to the community and country. The Civil Air Patrol is a benevolent, educational, civilian organization chartered by Congress, and an auxiliary of the United States Air Force. This year's annual report reflects a portion of the dedication of this unpaid group of American citizens.

The Constitution and By-Laws of the Civil Air Patrol require that a copy of its annual report be forwarded to the President of the United States, to the Commander of the Continental Air Command, and to each CAP unit, as well as to the civilian members of CAP's national board. This annual report for calendar year 1959 reflects more than CAP's statistics and activity—it reflects the change that permeates organizations in this aerospace age.

Civil Air Patrol members work hand in hand with their local community in disaster and emergencies. The U. S. Air Force, the Air Reserve Forces, and other branches of the military and federal and state governments, provide much of the support for those who serve in CAP.

In January, 1959, CAP became a part of Continental Air Command. A new national commander, Brig. Gen. Stephen D. McElroy, USAF, assumed command in April, succeeding Maj. Gen. Walter R. Agee, USAF. Col. D. Harold Byrd, CAP, took over the chairmanship of the corporation from Gen. Carl Spaatz, USAF, (Ret), also in April, and in August the National Headquarters moved from Washington, D. C. to Ellington AFB, Texas.

During 1959 the Civil Air Patrol flew 8,401 sorties for a total of 15,444 hours in support of USAF authorized Search and Rescue missions or over 60 per cent of all flying hours expended on search and rescue missions coordinated by CONAC. In 1959, CAP was credited with saving 399 persons from possible death or serious injury. In addition to authorized AF missions, thousands of hours and hundreds of sorties were flown by CAP in support of and as a public service to their local communities. These missions were flown in response to requests from the Red Cross, Civil Defense, Governors, state police and county sheriffs. For example, during 1959 the various squadrons of the Alaska Wing

performed 57 Air Force-authorized missions and 14 for the U. S. Coast Guard.

Greater emphasis was placed on CAP's cadet training in 1959 which was evidenced by the awarding of 2,717 Certificates of Proficiency, as compared to 1,590 in 1958. This certificate denotes successful completion of a comprehensive youth training program and cadets receiving this CAP certificate may enlist in the USAF in the grade of Airman Third Class.

In 1959, 280 U. S. and foreign cadets took part in the International Air Cadet Exchange program, financed by the Civil Air Patrol corporation with donations from industry and public-minded individuals. The Air Force flew the CAP cadets and their foreign counterparts to and from the various countries. An Air Force officer and a CAP officer accompanied each group. Cost of U. S. IACE activities overseas was borne by the sponsoring foreign agency.

At the close of 1959 there were approximately 13,000 licensed radio stations in CAP's program, consisting of land, mobile and aircraft units.

The aviation education workshop program, jointly sponsored by CAP-USAF, continued to grow in 1959. Forty-eight colleges and universities sponsored CAP-USAF summer workshops enrolling more than 2,500 teachers. The top project in aviation education during 1959 was the National Aviation Education Workshop and Staff College with a combined attendance of 300. The coordinated high school CAP program showed steady growth during 1959, with 10 high schools in New York City forming new CAP squadrons. The curriculum enrichment program has shown the most rapid growth of all CAP education programs. Several thousand of the nation's schools using aviation education materials to supplement courses in science, mathematics, and social studies are now availing themselves of CAP's educational service.

CIVIL
AIR
PATROL



During 1959 CAP chaplains conducted 1,617 religious services with 42,330 persons attending, gave 3,730 character and citizenship lectures to 73,521 people, spoke to 63,871 others about CAP and, in addition, attended 1,801 CAP meetings.

Civil Air Patrol wings receiving state appropriations rose from 20 to 22 in 1959. The money is used to defray, within the United States and Puerto Rico, the costs of administration, aviation education, training programs, aircraft maintenance and repair and the purchase of radio and mobile equipment.

The close of the year 1959 marked the end of a decade which can be characterized as one which saw the aviation education program of Civil Air Patrol come of age.



General Carl E. "Tooney" Spaatz
USAF (Ret.), First Chairman
of the National Board



Colonel D. Harold Byrd, CAP
Retiring Chairman of the National
Board, April 1959-April 1960



Brigadier General Stephen D. McElroy
USAF, National Commander
Civil Air Patrol



Colonel William C. Wholen, CAP
New Chairman of the National
Board, May 1960-present time

CROSS COUNTRY



KENTUCKY GUARD — Recent reorganization of all units of the Kentucky Air National Guard to bring about full use of Tactical Air Command's administrative and personnel reporting system will mean important monthly savings in manpower and funds. Elimination of certain command services within KYANG, and adoption of TAC's IBM recurring suspense system are keys to the economy-efficiency move. The Kentucky Air Guard is reportedly the first to employ the new management tool in the Air National Guard system. The Oklahoma ANG is currently service testing the streamlined operation in their administration.

ARCTIC FLIGHTS — The 144th Air Transport Squadron, Alaska Air National Guard disputes the 97th TCSq, Paine Field, Wash., claim (May's *Air Reservist*) for northernmost Arctic flight. Stationed at Anchorage, the 144th has participated in defense maneuvers from Kodiak to Point Barrow and an airlift to Ice Island (floating ice station). Still unrefuted, however, is the 97th's claim, as a continental U. S. based Air Force Reserve unit, to the northernmost flight into the Arctic.

TEN GRAND — The 69th Troop Carrier Squadron, Dallas NAS, Texas, claims a record of pilots with more than 1,000 hours in the C-119 *Flying Boxcar*. In recent ceremonies at Hensley Field, Grand Prairie, Texas, certificates and pins were awarded to Captains C. C. Archer (1,516 hours), B. Dewese (1,168 hours), D. G. Knight (1,152 hours) and First Lieutenants R. C. Curtis (1,168 hours), O. A. Crotwell Jr., (1,562 hours), R. D. Young (1,513 hours), and H. Wright (1,554 hours). The combined totals nearly 10,000 hours. Any takers?

JOIN SELECT CIRCLE — Members of the 9339th Air Reserve Squadron, Van Nuys, Calif., 151 strong, have underscored the importance of ECI training by becoming one of the few units in the country to boast 100 percent participation in the program. The 9339th highlighted its perfect enrollment mark in the USAF Extension Course Institute by adding 12 members during the 1959 fiscal year to its "Century Club," a self-styled organization that honors the members of the 9339th who attained more than 100 points during the year.

short hops



AWARD OF THE STATE OF COLORADO's Long Service Medal, for honest and faithful service, was made to 57 officers and 52 airmen of the Colorado ANG recently at Buckley Field, Colo. The 109 officers and airmen who received the awards have accrued service with the Colorado Air Guard ranging from 10 to 35 years for combined service of more than 1,200 years. . . . Air National Guard's coveted "Spaatz Trophy," reported in *The Air Reservist's* May issue as won by the 163d Tac Ftr Sq, Indiana was in actuality, according to Air Guard sources, a joint win by the 141st Tactical Fighter Sq, McGuire AFB, N. J., and the 163d. Both units scored 1,000 points. . . . Twenty-three-year-old Lt. Richard A. Roberts, newest pilot of Ohio ANG's 166th Tactical Fighter Squadron, already had his wings when he climbed into a prop-driven plane at Lockbourne AFB recently. One of the first 20 military pilots to be trained entirely in jets, Lt. Roberts flew his initial prop-job flight in an ANG C-45 just 10 days after he returned from pilot training. . . . Col. Frank J. Collins is the new Air Force senior adviser to Ohio ANG's 121st Tactical Fighter Wing. He comes from the 39th Air Division in Japan to replace Col. James E. Hill, assigned to the Pentagon as chief of the Contract Services Branch. Hill has been adviser since July 1957. . . . Kentucky's ANG base at Standiford Field, Louisville was formally renamed Shewmaker Air National Guard Base in a dedication ceremony last June in honor of the late Capt. John W. Shewmaker, a former pilot of the 165th Ftr Bomber Sq killed in action in Korea in October, 1951. . . . Riflemen of the 146th Air Transport Wing, California ANG, Van Nuys, Calif., recently captured the Northwestern Regional Championship

High Power Rifle match at Gowen Field, Boise, Idaho. The four Southern Californians who competed in a field of 10 teams included MSgt Gordon F. Rogers, TSgt Ernest H. Poorboy, SSgt Edward K. Apo, all of the Van Nuys ANG unit, and Sgt Gordon Rose, representing the Army Reserve Guardsmen also scored high in individual honors.

NINETY-TWO OFFICERS AND AIRMEN of the 9410th Air Reserve Sq, Vancouver Barracks, Washington, have struck the mother lode, education-wise, that is. For the first time in 2644th Air Reserve Center history, one of its squadrons recorded 100 per cent ECI enrollment. . . . For completion of 1,000 flying hours in C-119s, seven pilots of the "Delaware Valley Wing," 512th TCWg at Willow Grove, Pa., recently received the first pins and certificates ever awarded to Reservists of the unit for this flying achievement. . . . The Air Force Commendation Medal was awarded recently to Col. Robert Schmeidler, former 1st Censorship Sq commander, in a ceremony at Mitchel AFB, N. Y.

More than 38½ years of service in the Armed Forces were capped recently for Col. Harold F. Weidner, 9014th Air Reserve Sq commander, Norristown, Pa., when he retired from active duty. . . . Thirty-four years of military service ended at a wing review recently for Col. Richard D. Mudd, commander of the 403d TCSq, Selfridge AFB, Mich. . . . 1st Lt. Joe L. Shosid, a Fort Worth advertising executive and M-Day assignee with the Strategic Air Command, was recently awarded the first Air Force Commendation Medal ever granted to a Reservist at Carswell AFB, Texas. . . . Colonel Carroll S. Geddes, former chief of the Reserve Activities Group, Directorate of Military Personnel, Hq USAF, has been appointed Deputy Commander of Air Reserve Record Center in Denver. He succeeds Colonel C. C. Williams, who was retired on June 30.

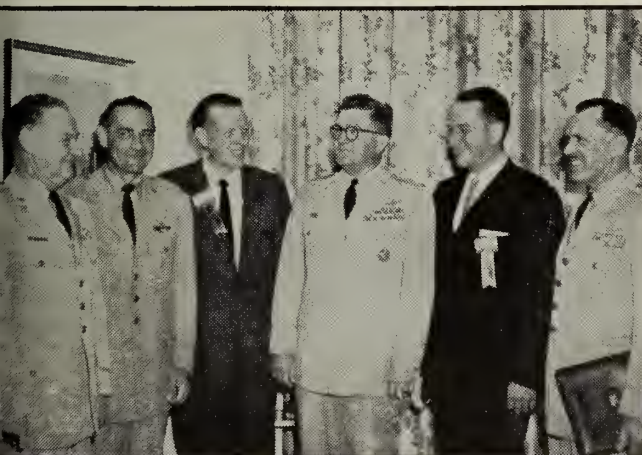


Award of CONAC certificate of appreciation to Col. J. W. Richardson (left), past president of ROA, is made by Lt. Gen. William E. Hall, CONAC cmdr., and Hon. Lewis S. Thompson, Special Assistant, Secretary of AF.

1960 ROA Convention



ROA convention honors outstanding AF Reserve units. From left are Maj. D. J. Morrison, 9401st AFRes Sq commander; Col. G. H. Wilson, 445th TCW commander; Maj. G. E. Bisone, 8512th Air Rescue Sq commander.



Convention figures were (l-r) Col. J. T. Quirk, CONAC; Brig. Gen. F. L. Vidal, deputy AFRes Affairs, USAF; Maj. G. B. Rawlings, ROA vp Air; Maj. Gen. R. E. L. Eton, asst. c/s for Reserve Affairs USAF; Col. J. W. Richardson, ROA past president; Maj. Gen. A. F. Kalberer, CONAC vc.

The Reserve Officers Association's 34th annual convention, held in New York, June 27-July 1, saw more than 2,000 members in attendance to select new national officers and to adopt resolutions to guide the organization during the next 12 months.

Newly elected officials were Maj. Gen. Carl T. Sutherland, USAR, who replaced Col. John W. Richardson, AFRes, as president; Col. Frank Mizell, AFRes., vice president Air Force Affairs; Lt. Col. Martha E. McCrary, Army Nurse Corps, vice president Army Affairs; and Capt. Lewis R. Devoe, USNR, vice president Navy Affairs.

Elected executive committeemen were Lt. Col. Ray Kempner, Jr., USAR, Maj. Russell Burnett, USAR, Cmdr. Frederick J. Evans, USCGR, CWO D. D. Craig, USNR, Brig. Gen. John H. Foster, AFRes, and Lt. Col. Frank E. Heyer, AFRes.

Dr. Joseph V. Charyk, under secretary of the Air Force, addressed the convention as principal speaker. Air Force Reserve members heard briefings by Lt. Gen. William E. Hall, CONAC commander, on "CONAC's New Program for

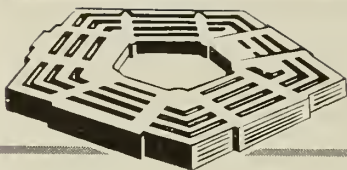
the Air Force Reserve," and by Lt. Gen. Jacob E. Smart, vice commander, Tactical Air Command, on "New Responsibilities for the Air Force Reserve." In addition, a meeting was held for 350 Air Reserve commanders who were called to a Commander's Conference by CONAC.

Awards to outstanding Air Reserve units were made to the 445th Troop Carrier Wing, commanded by Col. George H. Wilson; the 9401st Air Reserve Squadron, commanded by Major Dennis J. Morrison; and 8512th Air Rescue Squadron (Res.), commanded by Major Gino E. Bisone.

Resolutions of Air Force interest introduced and adopted by the 1960 ROA convention were:

- Urge Department of Defense and Congress to maintain 200 modern air transports in the MATS fleet capable of meeting essential requirements for intercontinental movements of troops, military equipment and supplies on a fast-reaction basis.
- That ROA sponsor legislation or administrative changes so that time served as a flight officer or warrant officer shall be credited as commissioned service for purposes of retirement and promotion.
- Recommend to Department of Defense the elimination of the presently imposed ceiling on the number of paid positions available to *Ready* Reservists and that in the future the Air Force be permitted to program and budget paid positions for all *Ready* Reservists available for training.
- Request Department of Defense authorize 48 paid inactive duty training periods annually for Air Reserve Center unit (group, squadron and training guidance) staff members.
- Urge Air Force to give every active Air Force Reserve officer, not on EAD, opportunity to attend orientation course at Air University's Command and Staff School, once every three calendar years, when facilities can be provided.

The next national convention of the Reserve Officers Association is scheduled for June, 1961, at San Antonio, Tex.



Pentagraphs

PROMOTION TO MAJOR: A board of officers will meet at the Air Reserve Records Center, October 3-7, 1960, to consider some 2,800 eligible Reserve officers, not on extended active duty, for promotion to permanent major, Air Force Reserve. Eligibility for consideration is based on a promotion service date on or before June 30, 1955. Requirements for mandatory consideration for promotion to major are seven years promotion list service and fourteen years total federal commissioned service. Eligible officers are reminded that information on civilian occupations and civic responsibility is limited in the selection folders, and are encouraged to submit short, factual letters to make their records current. Letters may be submitted in accordance with Section 8362, Title 10, U. S. Code, through official channels, to the President, Reserve Officer Promotion Board, Air Reserve Records Center, 3800 York Street, Denver 5, Colorado. All communications must arrive prior to the date the board convenes.

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PERSONNEL NOTES: Transportation positions with the Military Traffic Management Agency still exist. However, military and civilian experience is required in the traffic management phase rather than in the operations field of transportation. Inquiries may be made to Central Traffic Region, Military Traffic Management Agency, 12th and Spruce Sts., St. Louis 2, Mo. . . . Pending revision of AFM 36-5, the minimum age for appointment of Air Force Nurses is changed from 21 to 20 . . . Military Personnel Officer positions exist at Richards-Gebaur AFB, Mo.; Scott AFB, Ill.; Selfridge AFB, Mich.; Mitchell Field, Wisc.; O'Hare IAP, Ill.; and Minneapolis-St. Paul IAP, Minn. These are civil service positions under the Air Technician Program with annual salary from \$6505 to \$7030 per year. Applications are being accepted at the Board of U. S. Civil Service Examiners, USAF, Minneapolis-St. Paul IAP, Minn.

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AIRMAN ABBREVIATIONS: The slash mark is no longer needed for any of the airman grades. Hq USAF dropped the / a year ago for noncoms in the interest of efficiency and has now decreed it is out for the lower four. The approved abbreviations from Chief Master Sergeant to Airman Basic are CMSgt, SMSgt, MSgt, TSgt, SSgt, AlC, A2C, A3C and AB.

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NEW FLAG DEBUT: Although the 50-star U. S. flag authorized for Alaska and Hawaii last year made its first official appearance July 4, its inauguration will not automatically retire serviceable 48- and 49-star flags. These banners will be used until present stocks are exhausted and the flags worn out in normal fashion. Soiled, torn, or badly defaced flags should not be displayed, but burned privately under dignified circumstances.

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LAPSED PERMANENT GI INSURANCE: For permanent plan GI insurance that has lapsed due to non-payment of premium, the VA says that the policy can be reinstated by payment of all back premiums, plus interest, and the successful meeting of VA health requirements.

MOARS VACANCIES: Part I Mobilization Assignment Reserve Section openings in the grade of captain or lieutenant with auditor AFSC 678 exist in the Auditor General's Department, Western District Area. Capt. Keith E. Peterson, resident auditor at Lowry AFB, says interested Reservists may submit applications for assignment, AF Form 1288, to their current unit. Upon acceptance they will be reassigned to field resident auditor offices nearest their homes.

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MILITARY STRENGTH: Total strength of the Air Force dipped to 817,224 as of April 30, with 125,468 commissioned officers, 4,095 warrant officers, 683,804 airmen, 2,434 aviation cadets and students, and 1,423 USAF Academy cadets. The Air Force Reserve boosted its manpower to 513,519-140,089 officers and 373,430 airmen-by adding 220 officers and 1,350 airmen as a result of active duty service members being released and transferring to the AF Reserve to complete their military service obligations. Air National Guard for April rose slightly to 71,186.

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WAF COMMISSIONS: Hq USAF is seeking to increase the number of applications for officer training school among women college graduates. Since women can earn commissions only through successful completion of officer training school or officer candidate school, USAF feels that a greater awareness of the opportunities in the officer training program for women is necessary. Particular emphasis is placed on the fact that the majority of Air Force families probably do not know that their college daughters may earn an Air Force commission through the co-educational program.

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AIR FORCE FILMS: The film serial number of "Two Hats," described in the May issue of The Air Reservist, was in error and should have read: SFP 663. Currently, a wide variety of films are available for loan to television stations without charge at the Air Force Film Library Center, 8900 South Broadway, St. Louis 25, Mo. A listing of approximately 250,000 USAF prints on some 3,000 subjects is available on request. Many of these films are produced for the Air Force by industries which have an interest in the subject. Films may be ordered from the Film Library through use of AF Form 253, "Request for Film and Film Strips." In ordering, include correct AF film serial number and title as well as desired showing dates. Due to heavy demands on certain films, it is wise to request alternate films and dates.

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ECI NOTES: The Extension Course Institute cautions that it is now impossible to accommodate last-minute requests for points when credits are needed by a Reservist for a good year. The ECI announcement pointed out also that certificates are dated as of the date of the envelope in which ECI receives the exam solution. When the date is critical to the Reservist, he should use registered or certified mail and retain the receipt until he gets his certificate of volume completion. Another reminder is that ECI participation rules do not correspond to Reserve requirements. The due date of each ECI course volume is shown by its corresponding grade card. Whenever one volume has been with a student for a year without ECI receiving a passing solution, the student is cancelled.

"Twelve hundred Air Force life [aeromedical] scientists are actively engaged in studying the problems of aerospace. . . . It is interesting to note that at the end of World War II, our Nation was the acknowledged and unquestioned leader in aviation medicine. Our crew protective devices were copied by all other major military powers. To this day, the Air Force biomedical capability represents the largest single competency to support manned aerospace flight in the Western World."—Brig. Gen. Don Flickinger, Asst. for Bioastronautics, Hq ARDC

On Pioneer V . . .

Air Force members should be aware that *Pioneer V*, the satellite launched on March 11 as an instrumented probe toward the orbital path of Venus, was a project carried out under direction of the Air Force Ballistic Missile Division, ARDC, by Space Technology Laboratories for the National Aeronautics and Space Administration.

The *Thor Able IV* was a three-stage booster for the satellite. The first stage of the *Thor Able* is basically the Air Force *Thor IRBM*. *Thor Able* also was used for the *Tiros* weather satellite which AF Ballistic Missile Division launched and put into orbit for NASA.

Launch from Air Force-operated Atlantic Missile Range was highly successful and solar orbit of payload vehicle (weight, 94.8 pounds) was achieved. Primary test objective was to place an instrumented probe into an elliptical orbit about the Sun, with its perihelion (point nearest Sun) near the orbital path of Venus and its aphelion (point farthest from Sun) near the orbit of Earth.

Preliminary data in approximate figures:

- Period (solar orbit): 311 days.
- Number of days until perihelion (point nearest Sun; also point nearest orbit of Venus): 151 days.
- Distance from Sun at perihelion: 74.7 million sm.
- Distance from Earth at perihelion: 76.4 million sm.
- Estimated return to vicinity of Earth: 5 years.

Energy from the Sun—captured by almost 5,000 cells mounted in four paddles—is used to recharge batteries which supply all of the electrical power to operate this miniature space laboratory. The probe may confirm or modify long-standing theories regarding the solar system and space itself.

Dr. Lee DuBridge, president of California Institute of Technology, told Congress that "*Pioneer V*, with its relatively small payload may be one of the most significant and successful of all space experiments to date." Dr. R. F. Mettler, vice president of Space Technology Laboratories, told the House Space Committee that the amazing success of *Pioneer V*'s radio transmitter opens the way to remote control guidance of vehicles through space.

This is another example of major Air Force contributions to science, as well as to knowledge of direct value to the Nation's aerospace strength.

On Thor . . .

"Thor launchings have become so routine that their successes hardly attract public attention."

This is how a top Air Force official characterized one of America's most suc-



cessful and versatile missiles. Dr. Joseph V. Charyk, under secretary of the Air Force, further stated that the actual performance of the *Thor* missiles had exceeded the initial design objectives.

The *Thor* is a 65-foot long intermediate range ballistic missile. It has a range of 1,500 miles and can carry a nuclear warhead. However, this does not even begin to tell the story—and the wonder—of this missile.

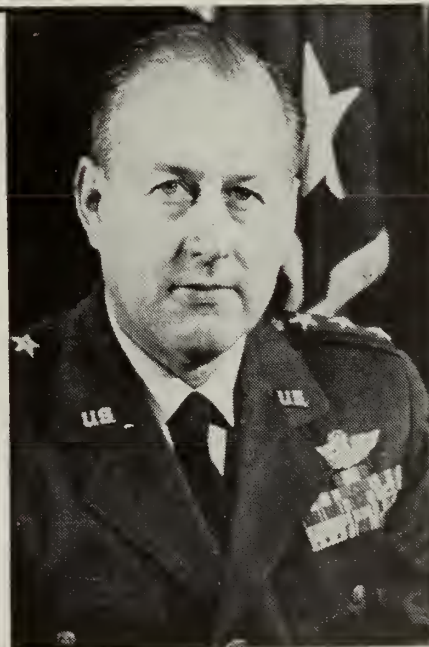
Out of 94 total launches, the *Thor* has had 68 successful firings. These include not only the military shots, but those launches in which the *Thor* was used to advance this country's scientific frontiers.

A modification of the "military" *Thor* has been used as a prime booster, together with an additional stage (or stages) to place in orbit *Discoverer* satellites, the "paddlewheel" satellite and the navigation satellites, *Transit I-B* and *Transit II-A*, in addition to the *Pioneer V* destined to orbit the Sun.

"Safeguarding the Peace in the Nuclear Age"

"Despite all Soviet-inspired propaganda and the half-truths circulated by our native prophets of doom, we can survive a nuclear war, provided we are adequately prepared—morally and physically—to deal with its consequences. Let me make it clear that this is not a military problem but one whose solution rests with every segment of our population and economy.

"Our citizens must understand that, because of their inescapable part in a nuclear war, they have a similarly integral part in trying to prevent it by helping to prepare for it. For it stands to reason that the most promising way of preventing a nuclear war is to demonstrate to any potential aggressor that we are both determined and prepared to fight, to win and to survive such a war."—General Thomas S. Power, Commander in Chief, Strategic Air Command



DEPARTMENT OF THE AIR FORCE
THE AIR RESERVIST
AIR RESERVE RECORDS CENTER
DENVER 5, COLORADO
OFFICIAL BUSINESS

USAF Periodical 30-1
No. 30H 8-60: 370,475



This Pennsylvania Air Guard trio, 111th Fighter Group, Philadelphia, Pa., (l-r) MSgt John Boyle, WO Harry Nardone and SMSgt Philip Lambing, manned the flight line quality control center in recent operational readiness drill. Big problem was simulated interception of enemy jets.



8511th AFRes Navigation Sq, Miami, Fla., winners of the 4th Annual USAF Reserve Navigation meet at Ellington AFB, Texas shown: (l-r) Maj. H. M. Faith, Maj. C. W. Price, Capt. M. C. Meservey, Capt. V. W. Pennanen. 8496th, Mitchel AFB, N. Y., was 2nd, and 8495th, Willow Grove, Pa. 3rd.



Dressed as authentic militiamen in the true spirit of 1776, members of the 156th Ftr Gp, Puerto Rico ANG, march by the reviewing stand of Commonwealth officials in the island's July 4th commemorative parade. Col. A. A. Nida, PRANG commander, was grand marshal in the ceremonies.



Water survival indoctrination for aircrews of 305th TCSq at Tinker AFB, Okla., featured a recent training assembly designed to familiarize them with proper bail-out and survival techniques for overwater flight. Reserve pilot Milton M. Clark's spirits appear undampened by it all.



A new squadron charter passes from Owen Wilson, organization leader (r), to Capt. Jack Finnie, Air Explorer Sq No 300 adviser and member of the 9622d ARSq, Lansing, Mich. The scout unit is sponsored by the 9622d which also provides meeting facilities and instruction.

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THE AIR

Reservist



SEPT.-OCT. 1960

NORTH CAROLINA



Air Reserve Forces play major role in
largest war maneuvers since World War II

... page 8

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"Quote..."

"... From a review of the results [Exercise Bright Star/Pine Cone III], including the number of effective missions flown, the in-commission rate and especially the flying safety record of both ANGTA [Air National Guard Tactical Air Force] and ARALAF [Air Reserve Airlift Air Force] planes, it is obvious that our Air Reserve Forces are capable of taking their place alongside our active duty units. The interservice cooperation and coordination displayed during the planning and execution phases of the exercise are equally commendable..."

—GEN. THOMAS D. WHITE
Chief of Staff, USAF

THE AIR Reservist

Vol. XII—No. 8

AIR FORCE RESERVE AIR NATIONAL GUARD
CIVIL AIR PATROL

Lt. Gen. William E. Hall
Commander, Continental Air Command

Col. Richard P. Haney
Chief, Office of Information, CONAC

EDITOR
Fred E. Giachino

ASSOCIATE EDITOR STAFF WRITER
Earl E. Lane TSgt David L. Sutherland

The Air Reservist is an official publication of Continental Air Command approved by the Secretary of the Air Force in accordance with Section 278, Title 10, U. S. Code. This section requires the dissemination of complete and up-to-date information of interest to the Air Reserve Forces.

Editorial Office: The AIR RESERVIST
OI, CONAC, Mitchel AFB, NY

The material contained in The Air Reservist is listed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by the Secretary of the Air Force and the Director of the Bureau of the Budget 23 July 1958.



SEPT/OCT 1960

SSGT. EDGAR E. BEAM, an inventory management specialist with the 433d Troop Carrier Wing (The Alamo Wing), Brooks AFB, Texas, has acquired 564 Reserve Retirement points for 1,793 ECI study hours. Beam has completed 17 Extension Course Institute study courses involving 80 volumes, on such subjects as air traffic control officer candidate school, transportation officer, all supply and clerical courses, the chaplain's course, ground equipment officer, photo lab technician and intelligence fundamentals. In addition, he is currently enrolled in the ECI Personnel Course and is studying accounting through an Army Finance School correspondence course. He has attended the NCO Academy and has two years toward a BA degree in accounting.



SMSGT. RUSSELL A. LONG, a maintenance technician with the 113th Tactical Fighter Squadron (Indiana ANG), Terre Haute, Indiana, recently retired after 34 years but does not plan to quit. Long enlisted in the Army in 1917 and was sent to Europe as a Pioneer Engineer and became a demolition expert. Nine years later he joined the 113th Observation Squadron, Stout Field, Indianapolis. While at Stout Field, Long recalls his acquaintances with some aviation's all-time greats—Charles Lindbergh, Orville Wright, Eddie Rickenbacker and Amelia Earhart. During WWII, he saw service with his unit which flew submarine patrol over the Gulf Coast. Following his retirement, Sgt. Long accepted a civilian post with the local base as a security guard.

CAPT. OLIVER R. JOHNS, M-Day assignee with the Middletown Air Materiel Area, Olmsted AFB, Pa., has proved that Air Force Reservists contribute noticeably to the Air Force mission during annual tours of active duty. While on two annual tours of active duty with the Directorate of Supply and Services at the Pentagon, Captain Johns developed an improved plan for aviation fuel management. Hq USAF awarded him the Air Force Commendation Medal for meritorious service. In his civilian capacity, deputy director of the Directorate of Petroleum and Chemicals at Olmsted AFB, he previously received a civilian citation in 1954 for setting up USAF's central management organization for aviation and missile fuel logistics.



CAMP PERRY SHOOTERS



Among the 1,800 shooters who competed in the 1960 pistol championships at Camp Perry, Ohio were these five members of CONAC's Reserve pistol team. From left are TSgt William F. Kone, 1st Lt Cecil D. Roy Jr., Lt Col Charles W. Himes, Capt Norman E. Schaefer and MSgt Demitri T. Stilu. Air Force pistol marksmen took second place in the meet and on Air Force entrant, Lt Col E. H. Worth, 2630th Air Reserve Center, Norfolk, Va., won the National Senior title.

Two CONAC Reservists, Capt Arthur E. Cook (left kneeling) and A3C Victor L. Auer (top right) blozsed to first and second place respectively in the 1960 National smallbore rifle matches at Camp Perry, Ohio in August. Auer also won the collegiate title. CONAC's Reserve team ore (l-r back) Lt Col J. Decker, 1st Lt V. Hamlin, Auer; (front) Cook, Maj W. Pruden, 1st Lt G. Moloney.



... PLANS

CONAC'S TROOP CARRIER TOURNAMENT (formerly Rodeo) will be held this month, October 19-23, at Fort Campbell, Kentucky. For the first time the competition will include Air Force Reserve C-123 and Tactical Air Command C-130 aircraft in addition to the customary C-119s. This is the fourth annual competition. As one of the Air Force Reserve troop carrier units' major annual events, the competition tests aircrew proficiency and maintenance, and accents early attainment of troop carrier operational readiness. Fifteen Reserve troop carrier wings will take part in the important competition, including the defending champion, the 446th, winner last November at Ellington AFB, Texas.

Among the events scheduled are troop drops from all aircraft, aerial resupply by heavy drops, assault landings, and a night celestial navigation mission. Dobbins AFB, Ga., is conducting the tourney for CONAC with Tactical Air Command furnishing aerial umpires and also participating in the competition. An estimated 57 planes and approximately 750 Air Force Reservists are tabbed for the exercise, plus support personnel supplied by active duty establishments, including the 101st Airborne Division. Wing trophies for winning teams and individual awards will be presented at the tourney's end.

VOLUNTARY RECALL of Reserve airmen has become the most promising in years for those who want active Air Force duty. Hq USAF recently announced an increase in both grades and skills in which the AF will accept voluntary recall from the Air Force Reserve. This new Reserve airman program, with a general age limitation of 17 to 34, limits the input to skills where the Air Force has the greatest need and will take airmen only in grades where there are vacancies. It also shuts off recalls after specific needs have been met. One advantage features grade protection at a time when airmen normally lose at least one stripe if they try to reenlist after a break in service of a year or more.

The grades and skills in which Reserve airmen may apply for recall are listed, with only the first three grades shown:

MASTER SERGEANT: 30171, 30372, 30470, 30471, 30472, 30571, 30670C, 31170B, G, H, N, Q; 31270G, P, N; 31370, 31470G, P; 31570N, 32270B, L, N; 32271B, C, F, G, H; 32470, 33170, 46171, 56870, and 68770.

TECHNICAL SERGEANT: 20170, 20371, 29271, 29272, 29375A, B; 31270B, 31570P, 32271A, 42271, and 68570B.

STAFF SERGEANT: 29150, 29151, 29355A, B; 30151, 30250, 30352, 30450A, 30452, 30453, 30551, 30650C, 31150N, Q; 31250G, N, P; 31350, 31450G, 32250N, 56850, 67370, 68370, 68550B, 73370, 82170, and 99125.

TWENTY NEW UNITS of the Air Force Reserve have been organized across the nation by CONAC. Seven Recovery Groups, seven Recovery Squadrons and six Base Support Groups were established as scheduled on September 1. Organization of the new units is a result of a major reorganization of Continental Air Command which assumes "residual support" and "recovery" missions to be carried out by the Air Force Reserve in the event of attack.

Approximately 4,900 Air Force Reservists, mainly drawn from present training organizations, will man the new units which will operate on a test basis for a nine-month period.

Reserve Recovery units will be located at selected civil airports and inactive Air Force strips capable of accommodating military aircraft. Primary job of these units—in event of attack—is to provide safe landing sites for USAF aircraft returning from combat missions. Concurrent with the organization of Recovery units, seven of CONAC's 82 existing Air Reserve Centers were discontinued.

The Reserve Base Support Groups will be located at or near active Air Force bases. The mission of these units is to provide their assigned base the augmentation support required during war or in emergency. In event of emergency, these units would assist in bomb damage repair and perform numerous other tasks to restore the base's capability.

... POLICY

PROMOTION TO FIRST LIEUTENANT for approximately 300 eligible Air Force Reserve officers, not on extended active duty, will be considered when a board of officers meets November 7 at the Air Reserve Records Center, Denver, Colo. To be eligible for consideration, officers must hold a promotion service date on or before June 30, 1958. Those selected will be promoted on the date they complete three years of service.

The board will also consider approximately 30 first lieutenants for unit vacancy promotions to captain. Consideration eligibility requires these officers must have completed two years' promotion-list service and must be recommended by their commanders.

Since information on civilian occupations and civic responsibility is limited in the selection folders, eligible officers are encouraged to submit short, factual letters under the provisions of Section 8366, Title 10, U. S. Code directly to President, Reserve Officer Promotion Board, Air Reserve Records Center, 3800 York Street, Denver 5, Colo. All communications must arrive prior to the date the board convenes.

RESERVE OFFICERS ASPIRING to Air Force Reserve general officer rank will find duty availability, age and grade among the top basic requirements. Newly published AFR 45-34 bases the assignment and promotion of non-active duty Reservists to Reserve brigadier general on a three-year tenure as colonel, occupying a general officer position for one year and not being over 54 years of age. They must also have accrued at least 50 Reserve points per year as a colonel for at least three years and must be readily available for duty. Qualifications for major general are like those for brigadier, except they also must have one year in a two-star position, two years' service as a colonel, and be over 56 years of age. They must be within a year of meeting the promotion requirements and at least a year below the age limit for promotion. Officers must have an aeronautical rating or possess technical or professional requirements for the job. Selection of general officers is made by an annual USAF Headquarters board of generals with at least half the board Reserve officers not on active duty. Although boards screen all eligible officers, the Air Force Secretary makes the actual assignments.

AMC AIR FORCE RESERVISTS will experience close supervision and inspection following the formation by Air Materiel Command of a new Reserve Forces Division with subdivisions for Air Force Reserve and Air National Guard activities. Charged with bigger responsibilities in the individual mobilization program, and in consonance with the revised management plan for the Air Reserve Forces, AMC now has closer supervision of the administration and training of approximately 8,000 Reservists assigned to the command. In addition, the supervision of training and federal inspection for 17 ANG squadrons has been assumed by AMC, although actual peacetime administration of the squadrons is retained by the governors of the 13 states involved. With the new division, and the creation of a Reserve base support group at Wright-Patterson AFB, Ohio, on September 1, more effective training of the Reserve squadrons is expected.

INCREASED LIABILITY PROTECTION from the federal government for Air National Guard personnel was signed into law last month by President Eisenhower. A revision of the Military Claims Act, the new measure authorizes the federal government to pay up to \$5,000 for any single property loss, property damage, death or personal injury claims resulting from authorized drill or summer encampment of Guardsmen. Under the previous law, the Guard could pay no more than \$1,000 for civilian property loss or personal injury claims and had no authority to pay for death or personal injury claims. The new law does not affect civilian technicians of the Guard and will not pay liability claims which are the result of state service. The bill also includes a provision that claims against Guard must be filed within two years of incident (waived during wartime when the claimant has until two years after the end of hostilities to apply). Also, claims over \$5,000 now must be approved by Congress.

CLOTH FOR SUMMER BLUES will soon be in the hands of tailors and available for wear in May, 1961. The Air Force recently negotiated a \$2.8 million contract for 1.3 million yards of the tropical worsted wool cloth. The light-weight "blues" will be a mandatory item for officers in 1962. Airmen will not be required to have the new uniform until 1963. Identical in cut, style and color to the "issue" blue uniform, the new outfit has been under extensive service test at various locations in the U. S. First airmen to get the new uniform will be recruits entering the AF through Lackland AFB, Texas.



FIRE FIGHTERS

Gathered for a final briefing prior to taking off on a 2,000-mile mercy mission is the "all Lang Island" aircrew of the 514th Troop Carrier Wing, Mitchel AFB, N. Y. The Air Force Reservists recently picked up a total of thirty expert U. S. Forestry "fire fighters" from four states and then airlifted them to Missoula, Montana, to help combat the forest fires that raged throughout the midwest. (l-r) SSgt. Leonard M. Giambalvo, flight engineer; Capt. William T. Allen, pilot; 1st Lt. Ernest F. Wildermuth, and Scott L. Chamie, co-pilots, and Capt. Robert Geddis, pilot. The crew made stops at Philadelphia, Pa., Raanake, Va., and Lexington, Ky., to pick up fire fighting teams.

PROPOSED POLICIES AND REGULATIONS affecting the Air Reserve Forces, recently incorporated into a final report by the Air Reserve Forces Policy Committee, have been submitted to the Secretary of the Air Force. The report is the product of AFRPC's thirtieth meeting held last April.

Agenda items recommended by the committee and receiving Secretary of the Air Force approval were as follows:

Proposed evaluation of possible inequities which may exist in the pay grade status of certain positions authorized in the Air National Guard as opposed to the Air Reserve Technician program.

A recommendation that the Secretary of the Air Force investigate the desirability of including officers of the Reserve components (8033 or 265) with specified duty for advising the Joint Chiefs of Staff on Reserve matters.

Recommended that the Secretary of the Air Force request the Air Staff to revise Section III, AFR 45-9, to provide for the establishment of appropriate local Reserve and Air National Guard policy committees within CONAC, ADC, MATS and TAC and that the revisions be referred to the Air Reserve Forces Policy Committee for review and consideration.

Held on a semi-annual basis, the next meeting of the Air Reserve Forces Policy Committee will take place October 28-November 1, 1960. The first three days of the meeting will consist of informational and educational visits to Strategic Air Command headquarters, Offutt AFB, Nebraska and the 33d Air Division (SAGE), Kansas City, Missouri. The remaining two days will be devoted to briefings and items selected by the agenda committee.

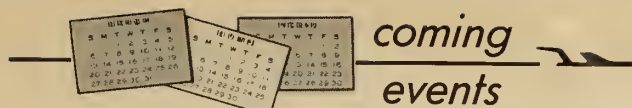
Briefings will consist of legislation affecting Reserve Components which will be submitted to the next Congress; Air Reserve program and its utilization; status of implementation of the Revised Management Plan; and the 20-year-rated flying status program.

Several agenda items will be considered, to include equipment and installations facilities for Reserve Components; appointment to the Medical Service Corps; enlisted personnel grade determination; uniform maintenance allowance for officers; conversion of the Reserve Forces clothing system from issue in kind to commutation; and M-Day priority for federal employees.

... MISCELLANY

ECI REPORTS an increase in home study is rapidly depleting the Extension Course Institute's supply of correspondence course materials. Until it can get more printing funds and catch up with the demand, the school is braking its activities in some areas. Normal student and group study training programs will not be affected, ECI says; however, course supplies for education officers or units for OJT study will be curtailed. Faced with a mounting enrollment of AF members who are taking up home study in record numbers, command and use competitive education programs are using study materials at such a rate that ECI is exhausting materials in some courses. Added printing funds have been requested but the Institute anticipates a six-month wait before it catches up to normal student service. A few courses recently suspended new enrollments until new texts and test materials could be printed. See PENTAGRAPHS, Page 13).

The Institute's belt tightening has required that students who refuse their mail be dropped promptly from the student rolls. In the past, the Institute made a reasonable effort to locate the student when a package of course material was returned marked "refused by addressee." Now, when the student refuses, or can't be located, his enrollment is cancelled.



OCTOBER

Reserve Forces Assembly Committee Meeting, Rockville, Maryland, October 6.

Dedication of Reserve Facilities at Tinker AFB, Oklahoma, October 8.

Long Island Fair and Science and Industry Exposition, Westbury, N.Y., October 8-16.

Air Force-Navy Football Game, Baltimore, Md., October 15.

American Dental Association, Los Angeles, Calif., Oct. 17-20.

Air Force Reserve Troop Carrier Tournament (Rodeo), Fort Campbell, Kentucky, October 19-23.

Reserve Forces Policy Board Meeting, Offutt AFB, Nebraska, October 28-29.

Association of Military Surgeons, Washington, D.C., Oct. 30.

NOVEMBER

Reserve Forces Policy Board Meeting, The Pentagon, October 31-November 1.

Industry-Missile Space Conference, Detroit, Michigan, November 3-5.

DECEMBER

Continental Air Command, Twelfth Anniversary, December 1.

OPERATION "SWIFT LIFT"—biggest continuous airlift conducted by the Air Force Reserve—has terminated. In existence since April 1957, Operation *Swift Lift* has been considered one of the star operational achievements of the Air Force Reserve. During its lifetime, *Swift Lift* has been fulfilling a vital ferrying mission for the U. S. Air Force transporting military personnel and cargo, hauling aircraft engines and carrying out general airlift tasks for the major Air Force commands. Although the operation is officially ended, Air Force Reserve troop carrier units will continue to provide opportune airlift for the regular Air Force.

With more than three years in operation, *Swift Lift* utilized aircraft from 45 Air Force Reserve troop carrier squadrons. Total performance figures include 3,514 airlift missions completed; 78,812 military passengers flown; 25,719,487 cargo pounds airlifted; 16,787,537 ton miles flown; 56,319,157 passenger miles traveled; and 67,331 hours logged by Air Force Reservists flying *Swift Lift* missions.

In addition to providing "live" mission training for Air Force Reserve troop carrier crews, considerable high priority cargo has been moved to various points throughout the United States. The savings in Air Force transportation and procurement dollars has been significant.

FIREARMS ENTHUSIASTS of the Ready Reserve who are members of the National Rifle Association may join an NRA approved Winter Postal League. The league will feature monthly pistol matches from September, 1960 through May, 1961. Nine matches, one each month, are scheduled with each match consisting of two stages—caliber .22 pistol and either caliber .38 or .45 pistol. The Lewis classification system will determine distribution of awards to the winners at the end of each three matches. An entry fee of one dollar per match is charged. Those Reservists who wish to compete may contact TSgt William F. Kane, Jr., 52 North Main St., Pittston, Pa.

AIR MAIL



Q. I am a Category V ROTC graduate. May I apply for an educational delay?

A. Yes. Air Force Regulation 45-31, 15 April 1960, explains how and when a delay from entry on extended active duty may be submitted. Complete details in this connection may be obtained by contacting the Commander, Air Reserve Records Center, 3800 York Street, Denver, Colorado.

Q. I have not been on extended active duty for 12 years, however, I am facing ROPA Board action. As I have no recent military commendations, but I have received several commendations from civilian agencies, can these be placed in my selection folder for consideration?

A. Appropriate civic commendations may be inclosed in the selection folder when accompanied by a covering letter addressed to President, Promotion Board, Air Reserve Records Center, 3800 York Street, Denver 5, Colorado.

Q. I have been notified that I must be discharged from the Air Force Reserve unless I apply for transfer to the Retired Reserve within 30 days after I complete 28 years commissioned service. At that time I will have almost 17 years of satisfactory service and will be 56 years old. Can I enlist to complete 20 years for retirement? A friend of mine enlisted when he had 16 good years and he was 58.

A. The current regulations prescribing qualifications for enlistment in the Air Force Reserve (AFR 45-47) set age limits for enlistment which do not exceed age 54; it states further that waivers of age requirements are not authorized.

Q. I was commissioned through AFROTC in May of 1960. I have been given a tentative date of 17 February 1961 to enter Pilot Training. What can I do to get an earlier class reporting date?

A. The first thing to do is to furnish ARRC, Attention: RPAA-15, a signed statement that you waive your advance notice of entry on extended active duty. This waiver will be retained and should ARRC have a vacancy in an earlier class, your waiver will be considered. ARRC has no control as to when vacancies will occur. Although ARRC will try to give as much notice as possible, they may give as little as 10 days notice prior to your effective date of duty. If you should change your mind after sending a waiver, you should notify ARRC immediately to withdraw your waiver.

Q. I requested a unit reassignment and even though a vacancy occurred on 26 April, the action was deferred until 1 May. Why was this done?

A. Your EDCSA could not be computed to fall on the 15th or last 5 days of any month in order to enable preparation of strength reports within the five-day end of month period and still allow sufficient mailing time for the unit strength report to reach the Air Reserve Records Center not later than the first calendar day of the month following the "as of" date. A close control of personnel status changes such as classification, discharge for immediate reenlistment and other actions, is necessary to prevent reporting these actions during the freeze period. Disregard of this requirement results in unnecessary preparation of supplemental strength reports and revocations.

aerospace library



The Aerospace Year Book, 1960 edition, edited by James J. Haggerty, Jr. (American Aviation Publications, \$10.00). New annual edition of this complete illustrated photo-text survey of American aviation plans and progress in the year 1960 covering military and civil aviation and missile research, development, test and operations. Chapters cover each branch of military services, the aircraft and airline industry, allied contractors, aviation history, chronology, and operational records.

Space Volunteers, Terence Kay (Harper, \$2.75). The factual story of the men who are conducting the research, development and test designed to prepare man for flight into outer space, and who subject themselves to gruelling tests which probe for the limits of the human body. Features men such as Col. John Stapp, Scott Crossfield, etc.

Space Sentry, Arnold Brophy (Dodd, Mead, \$2.75). Authentic picture story of the life, training and duty of an Air Force combat missileman. Recommended for young adults.

Handbook For Space Travelers, Walter B. Hendrickson (Bobbs-Merrill, \$3.95). A history of rocketry and description of current rockets, missiles and space probe vehicles and treatment of what man can expect in outer space travel. Recommended for the young adult.

Man High, Lt. Colonel David G. Simons, USAF (MC) with Don A. Schanche (Doubleday, \$4.50). Colonel David Simons' personal story of his record breaking 102,000 feet ascent in a balloon-borne gondola—first significant manned probe into outer space. The book discusses Simons' role in manned spaceflight research and development, the Air Force program involving the launching of rockets and animal-housed capsules, to determine physical limitations of spaceflight and the dangers that will be faced in outer space. An informative first person narrative.

The History of Air Rescue Service, edited by John Vandergrift (Air Rescue Service). The story of ARS from its beginning in WWII to present with chapters on its operations and accomplishments during WWII, Korea, and the interval of peace.

Physics And Medicine Of The Atmosphere And Space, edited by Major General Otis O. Benson, Jr., USAF, and Dr. Hubertus Strughold, USAF (John Wiley, \$12.50). Commercial book reproduction of the Air Force's Second International Symposium on the Physics and Medicine of the Atmosphere and Space held in San Antonio, Texas, November 10-12, 1959. Consists of 45 papers read at the Symposium by top experts in the field of aerospace medicine from the U.S. and foreign nations. The chapters range in subject matter from the natural radiations of space to vehicles for space exploration, medical aspects of space flight, weightlessness and escape from disabled spacecraft. A compendium of authoritative knowledge on medical science pioneering of the space frontier.

The most distinctive educational course available to the Air Force Reserve Forces, where applications each year traditionally exceed available openings, is the National Security Seminar (formerly called the National Defense Resources Conference). In the past decade, approximately 12,000 Air Force Reserve officers have completed these unique two-week sessions held annually at major industrial and population centers throughout the United States.

Objective of the National Security Seminars is to increase the number of persons who will be better informed and more capable of solving the problems created by the impact of the military on the national economy.

When the program was first set up 10 years ago as a corollary to the Industrial College's 10-month residence course, the course of instruction for qualified officers of the Reserves and National Guard became so popular that civilian members of the community, all leaders in their respective fields, were also invited to attend. Thus, the seminars now include such conferees as industrial executives, educators and other notable citizens in addition to Reservists and National Guardsmen.



NATIONAL RESOURCES CONFERENCES

Without an understanding of the interrelationship of economics, production, labor and politics, the potential staff officer is ill-equipped for the aerospace age. Each year several hundred Air Force Reserve officers are selected for a distinctive educational course aimed at giving them this additional qualification.

Another important phase is the examination of the U. S. organization for national security, including studies of the interested governmental agencies, the various functions which stem from them, and the controls and systems needed to keep the economy healthy and in top production during emergency strains and during reconversions.

Resources, including power, fuel, transportation, strategic materials, manpower, agriculture and the nation's manufacturing plant are examined with emphasis on the interrelation of

these resources and their sensitivity to the stresses of mobilization and reconversion.

For Fiscal Year 1961, Hq USAF has programmed 470 spaces for the National Security Seminars with the best qualified *Ready* Reservists holding M-Day positions eligible to attend. However, in view of the popularity and success of the course in previous years, Reservists are encouraged to apply with good chances they will be accepted for enrollment, if not immediately then for future classes. Reserve officers or officers of the National Guard must submit applications through official channels. Their eligibility is then determined by the applicant's local Reserve headquarters.

Military-civilian cooperation is the cornerstone of today's National Security seminar program. The six military members of the Industrial College's faculty conduct sessions, but each seminar is organized and operated by a committee of local citizens, such as an industrial, educational or civic group, with enrollments handled locally rather than through the Industrial College of the Armed Forces.

The seminars consist of 30 lectures of about one hour's duration apiece; each is given by the members of the team representing the three military services. The course is designed to further understanding in the fields of industry, commerce, education, government, labor, agriculture, religion and the professions. The relationship between the nation's economy and its national power is explored and clarified; clear definitions are sought for the problems and the interrelationships of the economic, social, political, military, psychological and technological factors which affect the national security; and the interdependence, coordination and cooperation necessary between the military and civilian members of our defense are brought into focus.

Seminar material also covers the economic potential for war of the major world areas. The important elements of natural, industrial and related resources essential to the war economy of each area are carefully presented.

Fourteen National Security Seminars will be conducted in Fiscal Year 1961. Two are already in progress at Bethlehem, Pennsylvania and Cheyenne, Wyoming. The remainder will be held at Albuquerque, New Mexico, Oct. 31-Nov. 11; Milwaukee, Wisconsin, Nov. 7-18; Riverside, California, Dec. 5-16; Honolulu, Hawaii, Jan. 9-20; Birmingham, Alabama, Jan. 16-27; Lubbock, Texas, Feb. 6-17; Evansville, Indiana, Feb. 27-Mar. 10; Yakima, Washington, Mar. 6-17; Wichita, Kansas, April 3-14; Winston-Salem, North Carolina, April 10-21; Newark, New Jersey, May 8-19; and Wilmington, North Carolina, May 8-19.

Prior to January 1, 1959, 174 conferences in 99 different cities were held. A total of 44,679 conferees received certificates of completion in the program. Of this total, 9,312 were Air Force Reserve officers, 15,775 were civilian leaders while thousands of other persons have attended individual presentations. These seminars have thus become proof of the mature awareness that today's national security is best advanced through an intimate military-civilian understanding in all defense matters.

FOCAL POINT: PINE CONE III · JULY

Recently troubled by internal unrest, the government of Platka was infiltrated by agents of North Vada who busied themselves stirring up the populace and creating dissension among the people. Their efforts were responsible for softening up the country prior to an invasion.

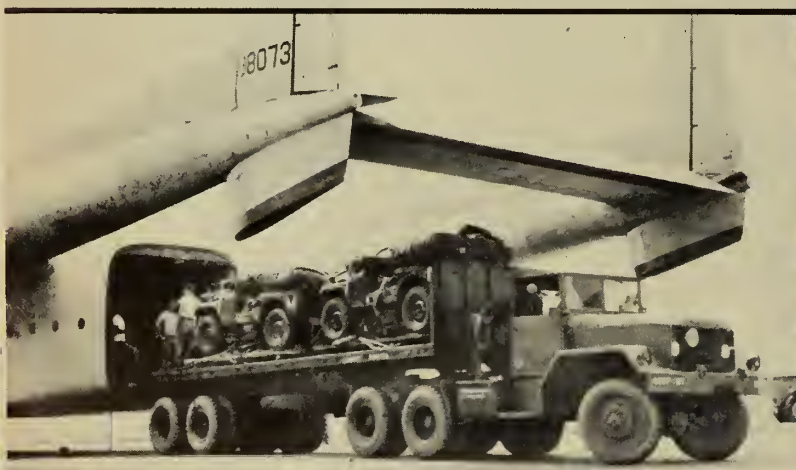
On July 3, regimental-size units of the North Vadan Army penetrated Platka along an axis formed by the Atlantic Coastline Railroad and Highway 301. By July 15, division-size units had moved up to reinforce the smaller forces to give added impetus to the drive southward.

Platka's Prime Minister of Defense notified the U. S. Joint Chiefs of Staff that his country was considering calling upon the United States for assistance under the provisions of the existing mutual defense pact. The United States received the official request on August 1, and on August 13, the Strategic Army Corps was ordered to designate airfields in Platka.

AUGUST 13...

It was announced officially today that a limited war situation exists in the allied nation of Platka (North and South Carolina). Under assault by troops from North Vada, a plea for U. S. assistance has been voiced and troops of the 101st Airborne Division have assembled at Fort Campbell, Kentucky for air deployment by MATS and TAC, which began today. Elements of Strategic Army Command's XVIII Air-

An Air Force Reserve C-119 "Flying Boxcar" lives up to its name as it packs aboard a huge cargo of parachute equipped jeeps destined for the drop zone during Exercise "Bright Star/Pine Cone III."



borne Corps, XVIII Airborne Corps Artillery, 82d and 101st Airborne Divisions, 1st Logistical Command, and other essential support units will begin to move into southern Platka.

AUGUST 14...

Pressure from North Vada continued today on a rising scale as American airborne units were still moving into southern Platka. Confirmed reports indicate that 15 troop carrier wings of the Air Force Reserve and various tactical units of the Air National Guard are being rushed into the beleaguered country to provide assistance to the American airborne units.

AUGUST 15...

Invading North Vadan troops are pressing their advantage today in their steam-roller drive south into Platka as U. S. Strategic Army Corps paratroopers still deploy from U. S. bases. Platka Army forces have been unable to stem the advance even with logistical support of U. S. forces in the Platka Unified Command. Enemy road blocks have hindered the withdrawal of Platka forces, communications between the northern section and the capitol of Platka are nonexistent and refugees are blocking even secondary roads. It has been reported that North Vadan aircraft are raging over the front

AUGUST 16...

Pope International Airport, in central Platka, has fallen into the hands of advancing North Vadan troops and the capital city of Fayetteville has been evacuated, according to latest dispatches. An unconfirmed report from the front states that Rockingham fell into enemy hands late last night. Two main rail and road routes north are also in enemy hands. As the build-up of U. S. forces increases, North Vadan forces are continuing to crush all resistance in central Platka. Operating around the clock since August 13, MATS aircraft have airlifted more than 6,000 paratroopers of the U. S. Army 101st Airborne Division and some 2,000 tons of supplies and equipment into staging areas in southern Platka. U. S.



Enroute to Platka, parachute troopers from the "Screaming Eagle" 101st Airborne Division, Fort Campbell, Ky., took time out to collect forty winks aboard their Air Force C-130 "Hercules" transport.

Air Force Reserve troop carrier units and Air National Guard tactical fighter units arrived in southern Platka over the weekend. These Reserve and National Guard units are expected to turn the tide in the up to now losing battle for air supremacy over Platka. Lt. Gen. Thomas J. H. Trapnell, XVIII Airborne Corps and STRAC commander, is scheduled to arrive in Platka today and has been designated commander of Land Forces, Platka, (COMLANFORPLAT).

AUGUST 17...

Northern Vadan troops now control more than half of tiny Platka. In their rapid sweep south to split Platka in half, they have enjoyed victory after victory in clashes with the hastily mobilized Platka reserve forces. Platka suffered

60 • NORTH VADA INVADES PLATKA

During Exercise Bright Star/Pine Cone III—paratroopers of the 82d and 101st Airborne Divisions parachuted into "enemy" held territory and successfully established an airhead 15 miles west of Fayetteville, North Carolina. Fayetteville served as the capital city of the hypothetical country of Platka. According to the controlled problem, this was the United States' answer to the invasion of Platka by the armies of North Vada, an aggressive nation bordering it on the north (see map on cover).

After a bloody defeat yesterday in the bitter struggle to hold Pope International Airport, last stronghold on the outskirts of the capital city of Fayetteville. Allied intelligence reports that the airfield at Goldsboro is hurriedly being completed by North Vadan forces for jet bomber and fighter operations. Meanwhile, North Vadan jet fighters are inflicting severe casualties on withdrawing Platka forces south of Pope. They are believed to be based at Langley, Norfolk and Richmond in North Vada. North Vadan ground forces have halted their

...target in the drop zone, 101st Airborne Division paratroopers watch fellow 'chutists land and shed their parachutes as they prepare to move out for the assembly area and on to their objectives.



advance and are consolidating their positions at Pope and Southern Pines. Both main railroads are pouring in materiel to the supply point north of Fayetteville, while troop convoys continue to arrive in Southern Pines. More than half of the 15,500 man North Vadan army has been committed to the Platka campaign.

AUGUST 18...

Official sources reported today that U. S. ground forces assigned to the Platka campaign have completed their air movement into southern Platka. Some 600 U. S. Air Force reserve troop carrier aircraft have arrived in Platka and more than 120 Air National Guard tactical fighters are now

located in the area. The fighters made use of aerial refueling techniques in the 3,000-mile journey to Platka. Commander of all air activity including Air Reserve and Air National Guard in Platka is Tactical Air Command's 19th Air Force commander, Maj. Gen. Maurice A. Preston. Gen. Preston is the counterpart to Lt. Gen. Thomas J. H. Trapnell, recently designated commander of Land Forces in Platka. Under Gen. Preston is Brig. Gen. Rollin B. Moore, Jr., normally commanding the 349th Troop Carrier Wing at Hamilton AFB, Calif., but during the Platka campaign heads the Air Reserve Airlift Air Force (ARALAF). Gen. Moore has some 600 Air Force Reserve aircraft under his command consisting mainly of C-119 and C-123 aircraft. Also on Gen. Preston's staff is Brig. Gen. Donald J. Strait, commander of all tactical fighter units in Platka. Gen. Strait normally commands the 108th Tactical Fight Wing, New Jersey Air National Guard. Gen. Strait commands all fighter, bomber and special air mission type aircraft in Platka and indicated that aircraft under his command were ready for tactical missions upon arrival in Platka. Meanwhile, North Vadan forces are frantically building Goldsboro Airfield to accommodate their jet aircraft today, while front line troops continue to secure their positions some 18 miles south of Pope International Airport. Enemy air activity has been stepped up and an estimated 21 fighter sorties were flown yesterday and approximately 16 reconnaissance flights were reported by Platka's Land



Lt. Gen. T. J. H. Trapnell, STRAC commander, Cong. L. Mendel Rivers (S.C.), Lt. Gen. William E. Hall, CONAC commander, Brig. Gen. F. L. Vidol, deputy for AF Reserve Affairs (l-r), agree on success of the exercise.

Force Hq. Enemy fighters raked withdrawal routes and inflicted an undetermined amount of damage and casualties on retreat-weary Platka forces.

AUGUST 19...

A confirmed report late last night indicated that a massive airborne assault would be conducted tomorrow against North Vadan forces by crack paratroopers of the 101st Division. As D-Day looms, the military situation appears critical. North Vadan forces have penetrated the Platka line under the aerial protection of 25 F-84F jet aircraft and now occupy a line running from Goldsboro to Raleigh, and Durham, in North Carolina. Spearheaded by jets of nuclear capability, North Vadans have split allied defenses in a drive south to

see FOCAL POINT page 10

Aberdeen, N. C. The early morning battle for air supremacy today saw the Allied air force, with more than 47 planes in the air, attacking supply lines, bridges, railroads and communications centers. Ground forces on both sides fought a grueling battle. By mid-day North Vadan monopoly of the air was cracked as Allied forces pressed more than 33 jet fighters into a retaliatory battle which sent enemy planes scurrying home after only two hours. Since gaining their aerial victory, the Allied air forces have flown 16 jet reconnaissance missions in addition to seven special activities sorties by SA-16 aircraft and three RB-57 jet missions.

AUGUST 20...

Formations of Tactical Air Command jet fighters, including Air National Guard F-84s streaked into enemy territory this morning to soften up North Vadan defenses in advance of the paratroop laden troop carrier planes of Tactical Air Command. Included in the waves of planes following the fighter-bombers were C-123 *Providers* and C-119 *Boxcars* crewed by members of the Air Force Reserve. Five pentomic airborne battle groups of the 101st jumped into widely dispersed drop zones near Pope International Airport, Fayetteville and Camp Mackall, N. C. By noon, some 6,600 paratroopers had jumped into the battle and 890 tons of equipment dropped by Air Force C-119, C-123, and C-130 cargo aircraft. Enemy forces reeled from the initial shock of the landings, but have recovered and are fighting desperately to hold their ground.

AUGUST 21...

North Vadan forces have regained the initiative in the fierce fighting despite the surprise of the air drops by the 101st Airborne Division, and have mounted a counter-offensive. Reserve elements from the 82d Airborne Division have been called upon to stem the North Vadan counteroffensive, but unfavorable weather conditions have been reported and the airlanding operation may be severely hampered.

AUGUST 22...

Despite low ceiling and intermittent rain, more than 3,500 members of the 82d Airborne Division have been deployed to Air Force bases in Platka and are ready to jump into the Ft. Bragg-Camp Mackall area tomorrow morning. Troop carrier support of the operation will be provided by 93 C-119s of the Air Force Reserve which will drop 180 loads of troops and equipment. Air National Guard F-84s along with Tactical Air Command F-100s and F-104s will fly combat air patrol missions. Hq. Company of the XVIII Airborne Corps jumped into Bragg this morning. Reports reveal that one airborne battle group linked up on Sunday night with the remainder of the 101st Airborne Division after fighting more than 20 miles of running ground action from their drop zones in the Camp Mackall area. Four pentomic battle groups from the 101st attacked to the east against North Vadan troops and are expected to retake Pope International Airport by the end of the day. Strong North Vadan counterattacks in the Camp Mackall area prompted entry of 82d Airborne Division elements. Probing attacks and heavy patrol action since early yesterday by North Vadan troops kept U. S. and Platka forces off balance. Planes from the Air Reserve Airlift Air Force began preparations for an airborne assault in the Fort Bragg-Camp Mackall area for tomorrow morning (Tuesday). Air Force officials reported that 7,573 paratroopers and more than 2,553 tons of equipment have been airlifted into the battle area since Saturday by Air Force Reserve and Tactical Air Command cargo aircraft.

AUGUST 23...

Ground forces of the 101st Airborne Division staged successful mid-day attack against enemy forces as confirmed reports revealed that the 82d Airborne Divisions units were held from battle by bad weather. An official communication late this afternoon reported that North Vadan lines were holding, but their right flank was threatened as one 101st company launched periodic helicopter attacks.

AUGUST 24...

The bitter battle with North Vadan forces became more intense today in the Fort Bragg/Mackall areas. The fighting flare-up came with a mid-day break in the weather. ARALAF planes air-dropped and air-landed 3,700 paratroopers of the 82d Airborne Division and 238 tons of equipment into battle in drop zones called Holland and Nijmegen and also Camp Mackall. Hampered slightly by crosswinds in the drop area, 123 Air Force Reserve C-119s deposited the troops and equipment within the two-hour weather break. Further air assault activity was cancelled, but jet fighters maintained full control of the airplanes over the entire battle front. Combined TAC and Air National Guard fighters thundered skyward throughout the day to pound North Vadan defenses.

AUGUST 25...

With evidence of growing North Vadan weakness all along the battle front during the night, the rapid crumbling of resistance came as no surprise to Allied forces when daylight broke over the lines. Scattered resistance was met as pockets of North Vadan troops attempted a rugged holding action but the disorganized elements of the main enemy army quickly dispersed in a rout, with Allied troops in hot pursuit. Victorious cries of "The war's over," echoed over the six-state battle zone as the 50,000 military personnel comprising both North Vadan and the Allied Forces turned about in the realistic make-believe of Exercise *Bright Star/Pine Cone III* and prepared to pack up for the homeward journey across the nation.

During the exercise 10,519 troops of the 82d and 101st Airborne Divisions and other Strategic Army Corps units and 2,845 tons of equipment were flown into combat by the Air Reserve Airlift Air Force (ARALAF) and Tactical Air Command. The Air National Guard Air Force and TAC flew 8 jet missions in support of the ground operations.



Ricks Trophy winner of 1958, 1st Lt. Wylie Griffin, 117th AC&W Flight, Savannah, Ga., ANG, is one of many aircraft controllers on duty to direct jet fighters on intercept missions to destroy "invading" forces.

Civil Air Patrol's International Air Cadet Exchange — a realistic "People to People" program — creates better understanding and good will between youth of the U. S. and 17 friendly foreign countries . . .

A lonely skywriter scrawled "IACE" across the New York sky, signaling the arrival in the United States July 1st of 130 wide-eyed foreign air cadets and 36 senior escorts from 17 countries, and the beginning of Civil Air Patrol's 33rd annual International Air Cadet Exchange for 1960.

A few days earlier a similar number of U. S. CAP teen-age cadets and their escorts had converged on Washington, D. C., to board aircraft for visits abroad. U. S. Air Force (MATS) aircraft provided overseas airlifts for CAP cadets going to Belgium, Brazil, Canada, Denmark, France, Great Britain, Greece, Israel, Italy, The Netherlands, Norway, Peru, Portugal, Spain, Sweden, Switzerland, and Turkey. The same airlift then returned to the U. S. with the air cadets representing those countries.

At a time when turmoil, strife, and deceitful antagonisms were plaguing the United Nations and hastening emergency meetings of the Council of the Organization of American States, these youngsters were proving to the world that peaceful co-existence and understanding are not only a possibility, but a reality. Brought together through the common bond of love for aviation and youthful desire for world understanding, these specially chosen ambassadors represented a younger generation's eager willingness to accept responsibility and leadership; exchanging handclaps instead of hydrogen bombs.

Here in the U. S., the young foreign cadets were CAP's guests at the Waldorf-Astoria Hotel and were treated to the sights of New York, including visits to the United Nations, Radio City Music Hall, a jaunt up the Hudson to the U. S. Military Academy at West Point, a gourmet's dream of a barbecue picnic at famous restaurateur (and CAP Col.) Gene Leone's Central Valley Farm, and an International Military Ball at the Hotel Plaza.

But what turned out to be the most inspiring moment in the careers of six young men occurred high above the streets of New York atop the Waldorf-Astoria Hotel. Flown by U. S. Army helicopter from Mitchel AFB to a downtown heliport, the six cadets joined 11-year-old U. S. CAP cadet Clark

Kwiatkowski of the Bronx, in the Waldorf Towers to present General Douglas A. MacArthur with the "Key to International Good Will" on behalf of Civil Air Patrol.

The cadets reluctantly departed New York and fanned out to 18 host states where they remained for twelve days as guests of CAP wings. New York skyscrapers were over-shadowed by the prodigious itineraries awaiting them.

The stories told and re-told at the Manger-Annapolis Hotel in Washington, D. C., where the cadets re-assembled Aug. 4-9, would fill volumes.

The Canadians—25 cadets and 2 senior escorts—told of being met in Nebraska by 27 CAP and member-owned aircraft, and of the mass flights that followed when each Canadian was assigned to an aircraft on the first leg of his state tour . . . In New York State the French group had a perspective of the whole U. S. as they viewed the wonders of recently opened Freedomland . . . The Italian visitors found themselves amid the primitive beauty of Oregon, where they swam in the Pacific and stood in awe of the Northwest's redwood trees.

Senator Hubert Humphrey of Minnesota, long a staunch friend of CAP, welcomed the Danes at International Falls. The Danish cadets later indulged



in water-skiing and probed the intricacies of F-106's at Duluth . . . In Maryland, the Swedish group practically became celebrities. They faced the TV cameras no less than six times, resulting in public recognition wherever they went . . . The glitter of the casinos and the renowned shows at fabulous Las Vegas fascinated Peru's five lads and their escorts visiting Nevada . . .

The final five days of the U. S. tour were spent in the nation's capital. Many important leaders paused in their busy schedules to welcome the cadets. Among these were Lt. Gen. Ira C. Eaker, USAF (Ret), who addressed the cadets at the annual Pan American Airways luncheon at the Statler Hotel, and General Thomas D. White, USAF, Chief of Staff, U. S. Air Force, who welcomed them to a space age briefing at Pentagon headquarters.

On Aug. 9, the foreign cadets boarded MATS aircraft at Andrews AFB to begin the flight to their homelands laden with flight bags donated by various American and foreign airlines, souvenirs, ten-gallon Stetsons and, in one case a Confederate hat.

CAP ENVOYS

Lt. Col. Harold A. Wicklund, director of CAP cadet training, wishes bon voyage to five young men boarding MATS plane at Andrews AFB, Md. They were part of the 130 U. S. cadets who visited 17 foreign countries in the 1960 International Air Cadet Exchange. Goodwill ambassadors (from front) are Tim B. Trueblood, Halbert A. Degreen, Albert E. Stone, Manuel Estela and Lawrence R. Tomiach.



CROSS COUNTRY



RECORD SPEED—In four fast-working hours, the 631st USAF (Res) Hospital detachment unpacked and set up a complete 200-bed civil defense emergency hospital recently at Marion School in Novato, Calif., to feature the unit's annual two-week active duty training at Hamilton AFB, Calif. The exercise gave AF Reserve hospital personnel emergency training in important civil defense operations. Adapted from mobile surgical units battle-tested in Korea, the hospital comes packed in a 40-foot trailer van and is completely equipped for surgery, X-ray and other medical requirements. It is entirely self-sustaining for two days.

"DAGGERS" FOR TEXAS—The 149th Fighter Group, San Antonio, was the first Air Guard unit to receive the supersonic F-102s recently. The Texans were allotted 25 of the "Delta Daggers." Other Air Guard units scheduled to receive the all-weather jet interceptors are the 125th Fighter Group, Jacksonville, Fla., the 147th, Houston, Texas and the 159th at New Orleans, La. Hawaii's 199th Fighter Interceptor Squadron is slated for a January delivery. In addition to getting the first F-102s, the 149th Fighter Group also provided the aircraft and necessary facilities for the 15-day Air Guard instructor school at San Antonio.

short hops



BELIEVED THE OLDEST participating Reserve airman in New England, TSgt Roy H. Baxter, 68-year-old Alton, N.H. native, recently enlisted as a Reservist in the 732d Troop Carrier Squadron, Grenier Field, N.H. Sergeant Baxter was released from active duty on May 10, 1960 at Mather AFB, Calif., after serving 17 years on active duty, including tours in Europe, Panama, Guatemala, Korea and Japan . . . Air Force commendation medals were recently awarded to two West Coast Reservists for outstanding achievements. Col. Earl O. Anderson, commander of Long Beach's 452d TCW and Lt. Col. O. R. Street, San Francisco Air Reserve Center, received the decorations . . . Brig. Gen. Charles A. Lindbergh, America's immortal Lone Eagle, recently received orders from the Department of the Air Force relieving him from assignment with Hq CONAC (ISLRS) and assigning him to the Retired Reserve Section for placement on the USAF Reserve Retired List effective July 31, 1960 . . . A mobilization assignee with the Fourth Air Force, director of training at Hamilton AFB, Calif., Capt. George Steinike, recently became one of the three graduate students to win a Ford Foundation Fellowship for post-graduate doctoral study at the University of California.

Rated the outstanding senior AFROTC cadet at Ohio State University, Perry J. Quay was honored with the Columbus Air Reserve Award at a June meeting of the University's Arnold Air Society. The plaque is awarded annually and is made possible by the 9104th Air Reserve Group, Fort Hayes, Columbus, Ohio . . . A large scale combat readiness test in June involving 1,400 Reservists of the 326th and 327th TCSq, 512th TCW, Willow Grove, Pa., and the 328th TCSq, Niagara Falls, N.Y., found Reservists successfully repelling simulated invasion forces during the two-day drill. Combat air crews of the 512th flew numerous missions paratropping supplies

TOP SQUADRON—The 9703d Air Reserve Squadron, Duluth, Minn., was honored recently as the most outstanding squadron in the seven-state 2481st Air Reserve Training Wing area (now sector). Squadron Commander Maj. Walter Olson received the symbolic trophy at an awards dinner at the Duluth Athletic Club. Winner of two previous quarterly awards, the 9703d is staffed by 130 officers and airmen with headquarters in Duluth and four detachments at Silver Bay, Superior, Virginia and Hibbing, Minn. Classes also are held in Cloquet and Grand Rapids, Minn.

UNIQUE APPROACH—In sponsoring its third annual Air Force Academy night recently, the 9718th Air Reserve Squadron at Kansas City, Mo., attracted some 150 interested young men who heard Maj. Gordon P. Culver, special assistant to the Academy superintendent, report on Academy life and saw films taken at the Colorado Springs installation. In the three years since its inception, Air Academy Night has experienced an audience growth from an original 40 young men to this year's 150. Close contact with high schools, plus strong press, radio and TV coverage, all through the combined efforts of the 9718th Air Reserve Squadron membership, have scored in making this unique project successful in publicizing the needs of the Air Force Academy.

and reinforcements and evacuating battle casualties . . . A 631st USAF Hospital (Res) ambulance and crew from Hamilton AFB, Calif., chanced on an accident along the Eastshore Freeway moments after two cars collided head-on. The ambulance crew gave first aid to the three motorists involved and rushed the victims to a nearby hospital.

GUARD NOTES: Pennsylvania's top military decoration, the Distinguished Service Medal, was bestowed recently on Maj. Gen. Winston P. Wilson, deputy chief of the National Guard Bureau and chief of the air division. The citation accompanying the award by Governor David L. Lawrence honored General Wilson for his outstanding performance of duty, demonstration of the highest qualities of leadership and exercise of capable military judgment . . . Outstanding attributes as an Air Guardsman brought Nevada ANG SMSgt. Leo E. Gervais the distinctive title of *Airman of the Year*. He was cited for his cooperation, clear thinking, sound judgment and professional technique. Sgt Gervais was credited with numerous suggestions that materially aided the aircraft repair sections of Nevada's Air Guard.

Ohio ANG's 121st TFWg, Lockbourne AFB is credited with the innovation of a towing mechanism that allows use of the Dart aerial gunnery target with pre-century series je. Idea was worked out with USAF specialists at Nellis AFB, Nev., Fighter Weapons School. The 121st's 164th TFSq marked its 12th anniversary through air operations at Volk Field, Wisc., where the Ohioans launched two weeks of active duty training . . . 2d Lt Errol L. Johnstad, 128th Fighter Group, Wisconsin ANG, recently received the Daughters of America Colonist's award for his selection as the outstanding graduate of pilot training class 61A. This latest honor caps a series of other distinctions that Cadet Johnstad has won as an outstanding airman at Lackland AFB, Texas, honor graduate of Chanute AFB, Ill., and *Airman of the Year* in 1958 for the Wisconsin ANG . . . Conflicting dates forced Air Guardsman Rafer Johnson to take his summer training with another unit, the 146th ATWg, Calif. ANG, at Van Nuys last July. He won the world decathlon at the Rome Olympics.



Pentagraphs

ADDED PROTECTION: Air Force Reservists and Air Guardsmen who leave their jobs for active duty training will be entitled to additional re-employment rights, starting September 10, under legislation recently signed by President Eisenhower. Not only will Reservists be protected from loss of seniority, status and pay, but also they will not be required to take their training during their normal vacation period if they do not wish to do so. Another protective feature of the new Federal law provides that persons who become disabled while in training and cannot perform their regular jobs will be entitled to re-employment in other jobs they can fill. And if hospitalized while in training, they may delay application for re-employment up to one year. It was stressed, however, that Reservists must request leaves of absence from their employers before departing for military training.

★ ★ ★

AIRMAN'S MEDAL, AF CROSS APPROVED: Public Law 86-593, effective July 6, 1960, created the Air Force Cross and the Airman's Medal. AF already has its Commendation Medal, Air Medal and Distinguished Flying Cross. Previously, Army and Air Force shared the Distinguished Service Cross and Soldier's Medal. The new AF decorations are not authorized for awards announced before July 6. Eligibility requirements for both decorations remain the same as for the DSC and Soldier's Medal. New medals and ribbons are being developed. USAF will furnish the major air commands an Airman's Medal Certificate for all awards announced on or after July 6 for presentation purposes until ribbon bars become available.

★ ★ ★

MINUTEMAN TESTS AHEAD OF SCHEDULE: The Air Force is satisfied it can move and fire its solid-fuel Minuteman ICBM from almost any point along the thousands of miles of track in the U. S. rail net. Already completed is the last Minuteman mobility test. Several weeks ahead of the testing schedule, the train left Hill AFB, Utah, August 16 for a 10-day trip through Utah, Nebraska, Colorado, Missouri, Iowa and Illinois. Train personnel made concluding checkouts of control, mobility and communications factors involved in planning future operations of a SAC fleet of trains carrying Minuteman ICBMs. Minuteman, scheduled to become operational in 1962, has a range of about 6,300 miles. A strategic intercontinental bombardment missile, it is lighter, smaller and simpler than either the Atlas or the Titan. In addition to being suitable for mobile launch, it can also be stored indefinitely in underground silos designed to withstand direct attack.

ECI NOTE: If you have experienced trouble enrolling in Extension Course Institute course 5, "Leadership and Personnel Management for Airmen," don't be alarmed. ECI says that unprecedented enrollment in the course during the past several months exhausted their inventory of Volumes 1 and 2 of the course and they had to suspend until a reprint could fill the gap. The new volumes should now be available and applications for the course which were returned may be resubmitted.

★ ★ ★

AF HONORS CORRESPONDENT: Walter Cronkite, CBS news commentator and long-time friend of aviation, was awarded the Air Force Scroll of Appreciation by Dudley C. Sharp, Secretary of the Air Force, in recognition of his services as a narrator of the documentary film, "Two Hats," a 30-minute color film report on "Operation Dark Cloud/Pine Cone II, 1959." The presentation was made August 11 at a special luncheon of the Aviation/Space Writers Association at the National Press Club, Washington, D. C.

★ ★ ★

RESERVE SUPPLIES AIR ACADEMY: Out of a total class of 772 cadets admitted to the Air Force Academy this year, 522 were from congressional nominations for the "authorized vacancies" reserved for the lawmakers. Additional sources of nomination included 163 qualified alternates (selected from congressional nominees-at-large), 22 Presidential, 23 Reserve Components, 22 Regular Components, 10 honor military schools and 10 sons of deceased veterans.

★ ★ ★

MEDICS TO MEET: The American Dental Association will meet at the Statler-Hilton Hotel, Los Angeles, California, October 17-20. Certain seminars held in conjunction with the annual meeting will offer Air Force Reserve dentists training point credit for attendance. One point may be awarded for continuous participation of at least two hours in any one session; however, not more than one point will be awarded in any one calendar day. Participation will be without pay and the wearing of the uniform is required to receive credit. An officer representing Continental Air Command will be on hand to issue certified AF Forms 40 and 40a for attendance . . . The annual convention of the Association of Military Surgeons will meet in Washington, D. C., on October 30, when more than 2,000 American and international physicians, dentists, veterinarians, nurses and medical specialists will convene. Training point credit for qualified Air Force Reservists will be authorized in the same manner as the dental convention.



AIR FORCE POINT OF VIEW

AF Mission . . .

Briefly, the mission of the U. S. Air Force is: To prepare forces "to gain and maintain general air supremacy" for our Nation—using offensive and defensive power, including aircraft, missiles and spacecraft—at any altitude required for our national security.

Briefly, current Federal law puts the Service functions this way: The Air Force "shall be organized, trained, and equipped primarily for prompt and sustained offensive and defensive air operations." — "The Army shall be organized, trained and equipped primarily for prompt and sustained combat incident to operations on land." — "The Navy shall be organized, trained, and equipped primarily for prompt and sustained combat incident to operations at sea." (Title 10, USC, sections 8062, 3062, and 5012.) The complementary specialties of each Service are intended to contribute to the effectiveness of the DOD land-sea-aero-space team.

Briefly, "to gain and maintain general air supremacy" is the key language in the Department of Defense "Functions Paper" (reproduced in AFR 55-43) describing the Air Force's primary interest. In order to gain and maintain general air supremacy for our Nation the Air Force must prepare forces able to cope successfully with defensive and offensive air and space forces of any potential enemy. Air Force basic doctrine on employment of forces for aerospace pre-dominance is outlined in AFM 1-2.

Loyalty Record . . .

Americans' loyalty record in the Korean War was excellent, contrary to conclusions drawn by some speakers and writers on the subject. In an address before the General Convention of the American Association of Industrial Editors, Col. John O. Weaver, USA, made points worth quoting to those who say American youths no longer have strong character and moral fiber.

"During the war in Korea a total of 7,158 Yanks were taken prisoner by the Communist enemy. Of these, 90%

"It is against our national character to engage in preventive war, but we must insure by word and action that our enemies and allies alike are convinced that this Nation will react to aggression with sure, prompt and measured armed force. Admittedly, the cost of an adequate military posture comes high. But there is no cost too high to pay in order to maintain our heritage of freedom."—Gen. Nathan F. Twining, USAF, former chairman of the Joint Chiefs of Staff

were taken during the first 12 months of the conflict, and most of these remained captive until hostilities ceased. This means that a great majority of our men who were prisoners were subject to Communist pressure, and 'brainwashing' if you will, for about three years. No one will deny that three years should be more than adequate a test period to separate the men from the boys. Yet despite this long subjection to Communist blandishments—and the scare headlines to the contrary—when our prisoners were repatriated and their activities investigated, only 425 cases, only 6%, could even be suspected of collaboration, misbehavior or the like.

"And then, after all the facts were gathered, studied and reviewed to determine actual culpability, it was found that only 14 of them warranted court martial action. And finally, of these 14 who were brought to trial, only 11 were convicted! Only 11 out of over 7,000—Gentlemen—this is less than 1/10th of 1%! I challenge any community in America today to match that . . . rate."

Eye on Aerospace . . .

Among the Air Force's many major contributions to the Nation's scientific progress and military security is its operation of the National Space Surveillance Control Center at Laurence G. Hanscom Field, Bedford, Mass.

The Control Center catalogues for defense surveillance purposes all artificial satellites launched by this country or other nations. It collects data on these vehicles, computes their motions, and distributes this information to a large number of government, military and scientific agencies. It provides around-the-clock coverage.

Dedicated last February, the Control Center is located on the grounds of the Air Force Command and Control Development Division of Air Research and Development Command. The Geophysics Research Directorate, working under the Air Force Cambridge Research Center at Hanscom Field, operated this tracking activity as "Project Space Track" from November 1957 until the

activity came under the National Space Surveillance Control Center in 1960.

Over 100 sensor stations provide data for the Control Center. Stations include those of U. S. Government agencies, cooperating foreign and domestic observatories, and various visual observation teams. A control room has a luminous map of the world upon which selected satellite positions can be displayed in the form of moving spots of light.

The Control Center maintains a computer "catalogue" of all space vehicles in orbit, arranged so the position of known satellites can be determined at any particular instant. The catalogue also keeps track of orbiting boosters, rockets, rocket shells, or other launch components accompanying a satellite.

Sightings are communicated to the catalogue, and the computer automatically compares the reports with data on known space vehicles for identification. The new information is then used either to improve the satellite's orbit formula or to establish a new vehicle equation.

There is a relationship between the Air Force's interest in space surveillance and its continuous surveillance of the atmosphere near Earth for unidentified flying objects—"UFO's." As the Service with the primary responsibility for providing forces for aerospace defense of the United States, the Air Force has been, since 1947, studying and analyzing reported sightings of UFO's, including astronomical objects.

Dr. J. Allen Hynek, head of the Department of Astronomy and Director of the Observatory at Northwestern University, is the chief scientific consultant to the Air Force on the subject of Unidentified Flying Objects.

A selected scientific group under supervision of the Air Force, plus facilities of the Air Force's Aerospace Technical Intelligence Center, and the entire facilities of the Nation's scientific and technical community, as well as the National Space Surveillance Control Center, and North American Air Defense Command keep watch on objects of all kinds in the vast reaches of sky surrounding our planet.

Counterforce . . .

The Air Force Vice Chief of Staff hit hard at mistaken ideas about deterrence in an address on August 26 at Fort Worth, Texas. General LeMay spoke of "the theory that we can somehow prevent a war from occurring with a level and composition of military strength below that needed to win should war occur."

He stressed the need for building military strength based on forces that can destroy enemy forces. He said:

"There are people in this country who advocate reducing U. S. strategic forces to a small retaliatory capability suitable only for destroying cities."

"Due to the constant dollar squeeze in national defense this concept offers the inducement of reduced overall costs. The Soviets, incidentally, think this type of force is what we should build."

"But what happens if we shave our deterrent margin so thin?"

"First, we can not win the war if deterrence fails, because once we have used up the force and without a capability to strike we will be open to equal or worse destruction by the enemy's un-damaged military forces."

"Second, such a force cannot deter limited war because the enemy will reason that we would use an inferior nuclear strike force only as a last resort and not to halt aggression that does not directly threaten our national survival."

"Third, this concept of force utilization is outmoded because destruction of cities is no longer a dependable deterrent factor if he can destroy our cities in return. Such destruction would contribute little or nothing to the outcome of the war. It would be . . . revenge."

"Plainly, an inadequate military force of this type cannot do the job. By accepting such a reduced force goal we would sacrifice our chances of winning should war come."

"Our forces, therefore, must be sufficient, prepared and able to destroy any aggressor's military power to the extent that he no longer has the will or ability to wage war."

"This is the type of military force we must maintain—a counterforce—a force that can win—the kind of military force that is essential to true deterrence."

Weapon Systems . . .

Air Force members must keep themselves informed about all kinds of weapon systems in the U. S. arsenal. In order to fulfill our responsibility to the American people we must understand and be able to explain the capabilities of the various systems. No weapon system—even the newest—is the complete answer to our defense problems. For this belief

to gain currency would be harmful, and this fact has been specifically recognized by Navy and Air Force leaders. Admiral Burke and General White have commented in this respect about the *Polaris*.

Navy CNO, Adm. Arleigh Burke told a Senate subcommittee on 1961 DOD appropriations: "We have always contended in the Navy never to rely upon a single weapon system, even a weapon system as good as *Polaris*, because that would mean that the enemy could concentrate on the countermeasures for that single weapon system. . . . As you know, the Navy's mission is control of the seas, and now for the foreseeable future the means with which to accomplish this mission are surface ships, submarines, and aircraft. The carrier is simply one tool, but the most important one we have."

And General White told a House subcommittee: "I am in favor of the *Polaris* weapon system. I think that it will contribute significantly to our overall retaliatory capability; while I would equally stress that it is not the whole answer by any means. It is one of several systems which promise to be effective and will complicate the enemy's defenses."

Bolt From The Sky . . .

Skybolt, the Air Force's air-launched ballistic missile (ALBM), was originally spelled as two words when nicknamed by the Chief of Staff in January 1960. Now, in conformance with policy in AFR 190-14 that "popular names will normally consist of one word," the GAM-87A *Skybolt* is spelled as one word, as is "*Thunderbolt*."

The *Skybolt* ALBM will be a two-stage solid propellant missile capable of supersonic speeds and ranges of 1,000

miles. Tests of prototypes of this weapon have already proved that it can be launched from aircraft of both subsonic and supersonic speeds. It is programmed to enter the force in 1964.

Weapons such as *Skybolt*, says General White, "would give our bomber force an added punch and would, in fact, provide our country with the most mobile striking force ever achieved. Nuclear-propelled aircraft armed with such weapons would be able to conduct long endurance patrols over the seas, friendly land masses, and areas inaccessible by other means—with a capability to launch a devastating attack within minutes."

Minuteman . . .

Minuteman is a three-stage, solid propellant ICBM being developed for Strategic Air Command. Its reaction time, cost and number of assigned operators are less than liquid-fueled ICBMs, such as *Atlas* and *Titan*. In a few years there will be many more *Minuteman* missiles than any other kind of IRBM or ICBM, whether launched from land sea or air. It will be planted underground in great numbers in 1962 and 1963—always ready, if necessary, to be launched almost instantly to strike an aggressor more than 6,325 statute miles away. Operational control of launchers will be from centralized underground centers linked to many launchers by a communications network. A number of *Minuteman* missiles will also be placed on specially shock-mounted railway launch cars in trains moving about the country at random. Like *Polaris* its nuclear warhead is smaller than that of *Atlas* and *Titan*. However, it will have a cost-effectiveness factor several times higher than any other ballistic missile system.

"Respecting activities in space, there are two kinds of activity, one to serve military needs for a variety of operational support systems and the other essentially nonmilitary. There is a distinction, but there is also a similarity of purpose; both, by the very nature of our way of life, are designed to strengthen our national role as a world leader in the search for lasting peace. Together, they mutually support our national purpose — the preservation of a society of free men acting in a responsible way to improve the conditions of life for all of our fellow human beings."—T. Keith Glennan, Administrator, National Aeronautics and Space Administration





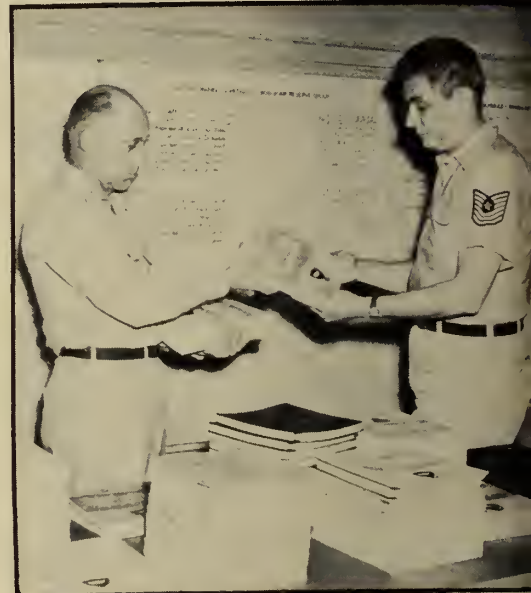
Crew of 144th Air Transport Sq, Alaska ANG relaxes at Juneau airport between hops to Taku Glacier. (L-r) Lt Col W. Morgan, AIC D. Krull, Maj J. Podraza, Lt C. McKenzie, TSgt D. Kelley. The 144th flew many landings with ski-equipped C-123J in July to help glacial study expedition scientists obtain data for more accurate weather forecasts.



New York Air Guard C-119 "Flying Hospital" crew of 106th Aeromedical Transport Group, Floyd Bennett Field, Brooklyn pay close attention to briefing by aircraft commander before taking off on training mission. The 106th spent two weeks of active duty at Floyd Bennett and flew daily training missions throughout several eastern states.



Capt Thomas E. Dwyer, 14th Aerial Port Sq, 446th TCW, Ellington AFB, Texas, explains loading and unloading of C-119 "Flying Boxcars" to Lena Yang, Hong Kong and "Tito" Tortorelli, Naples. Both collegians at Waco's Baylor University, they were among group of 67 foreign students who recently toured Ellington as guests of the 446th.



In keeping with increased responsibilities given to Air Reservists under Revised Management Plan, Maj. J. B. Weinbauer and MSgt K. J. Diveris, on two-week duty tour, prepare course materials for next year at Syracuse (NY) Air Reserve Center.

RESERVE CAMERA



More than 250,000 viewed military exhibits, including CONA Reserve program display, at annual National Orange Show in San Bernadino, Calif. Autograph hunters met Miss AF Reserve, Carole Anderson, TV's Steve Canyon, Dean Frederic

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THE AIR

Reservist



NOVEMBER 1960

CONAC Commander Discusses...

The Air Force Reserve *and* **NATIONAL SURVIVAL**

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"Quote..."

"... The past year has been another period of continued progress and success in the Air National Guard. Our state of operational readiness has shown a steady rate of improvement. Conversions to more modern and complex aircraft, such as the F-100, 102, 104 and C-97, have been completed with great skill, determination, and effectiveness. Our aircraft accident rate has continued to show a downward trend. Reorganizations have been accomplished to realign our unit structures to conform to like active Air Force units. Our military personnel manning and training objectives are within sight. Our equipping posture has continued to show improvement, and last but not least, all these things have not swamped our financial management capabilities..."

—MAJ. GEN. WINSTON P. WILSON
Deputy Chief, National Guard Bureau

THE AIR Reservist

Vol. XII—No. 9

AIR FORCE RESERVE AIR NATIONAL GUARD
CIVIL AIR PATROL



NOVEMBER 1960

Lt. Gen. William E. Hall
Commander, Continental Air Command

Col. Richard P. Haney
Chief, Office of Information, CONAC

EDITOR
Fred E. Giachino

ASSOCIATE EDITOR STAFF WRITER
Earl E. Lane TSgt David L. Sutherland

The Air Reservist is an official publication of Continental Air Command approved by the Secretary of the Air Force in accordance with Section 278, Title 10, U. S. Code. This section requires the dissemination of complete and up-to-date information of interest to the Air Reserve Forces.

Editorial Office: The AIR RESERVIST
OI, CONAC, Mitchel AFB, NY

The material contained in The Air Reservist is listed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by Hq. USAF.

MAJ. GEN. CHESTER E. McCARTY, former commander of the Fourteenth Air Force and its successor, the 3d AF Reserve Region at Robins AFB, Ga., has assumed the post of deputy for Air Force Reserve Affairs, Hq USAF, under Maj. Gen. Robert E. L. Eaton, assistant chief of staff for Reserve Forces. A Reserve officer, General McCarty acquired a broad background in tactical air operations and personally led most of the Air Force's major tactical air lift operations over the past decade. He commanded combat cargo operations in the Korean conflict, USAF airlift forces in the Dien Bien Phu siege, and major troop airlifts to Alaska, Japan, Greenland, Newfoundland and Panama, in addition to a number of trans-Pacific, trans-Atlantic and Arctic unit airlifts. One of the Air Force's most highly decorated combat officers and a command pilot with more than 11,000 flying hours, General McCarty shoulders his new Pentagon post in the midst of a major move by the Air Force to realign the Reserve management program and assign the AF Reserve new missions, among them post-attack recovery and long range airlift roles.



LT. COL. ELMO K. BALLARD, AFRes, 2677th AResC, Miami, Fla., a member of the Miami area USAF Academy liaison team, has helped accomplish a remarkable job of putting across the Air Force Academy story to civic groups and schools. From August 1959 to July 1960 he participated in 83 appearances before an estimated 293,000 people who were told the Academy story and shown the Air Force movie, "School of the Sky." Proof of the convincing performance is that the team's public appearances are in demand by civic groups, television stations and convention assemblages. Also noteworthy, Lt. Col. Ballard and family contributed \$500 to the 2677th's Air Force Academy stadium fund drive in which the center collected pledges of \$5,205.54.



A3C WILLIAM T. HILLS, 103rd Fighter Group, ANG, Bradley Field Windsor Locks, Conn., became the first Connecticut Air Guardsman to receive the American Spirit Honor Medal, sponsored by the Citizens Committee for the Army Navy and Air Force. Reserved for airmen completing basic military training, the honorarium recognizes outstanding qualities of leadership which best express the American spirit of honor, initiative, loyalty and high example to comrades in arms. Airman Hills' above average course grades, excellent conduct, military appearance, initiative and enthusiasm were cited as the basic factors which brought the young Air Guardsman the award.

SELECTION BOARD SCHEDULE FOR FY-61

PROMOTION TO GRADE	PROMOTION SERVICE DATE ON OR BEFORE	ESTIMATED NO. TO BE CONSIDERED	JUL 60	AUG 60	SEP 60	OCT 60	NOV 60	DEC 60	JAN 61	FEB 61	MAR 61	APR 61	MAY 61	JUN 61
CAPT	30 JUN 58 MANDATORY BOARD	15,260	11-29											
1ST LT	31 MAR 58 REVIEW BOARD 1ST QUARTER	300		1-2										
MAJ	30 JUN 55 MANDATORY BOARD	2,870				3-7								
1ST LT	30 JUN 58 REVIEW BOARD 2D QUARTER	300					7-8							
CAPT, MAJ LT COL	UNIT VACANCIES	NOT AVAILABLE					7-8							
LT COL	30 JUN 55 MANDATORY BOARD	1,330							9-13					
1ST LT	30 SEP 58 REVIEW BOARD 3D QUARTER	300								6-7				
COL	30 JUN 56 OVERALL VACANCY	11,000											8-26	
1ST LT	31 DEC 58 REVIEW BOARD 4TH QUARTER	300												5-6
CAPT, MAJ LT COL	UNIT VACANCIES	NOT AVAILABLE												5-6

☐ BOARD IN SESSION

Cut off Loan & Transfer of Records 30 Days Prior to Convening Date of Each Board

... PLANS & POLICY

ROPA CONSIDERATION for temporary promotion of Air Force Reserve officers passed over the first time because they lacked length of service required will be considered by the next selection board. A recent USAF Judge Advocate General opinion clarified this promotion dilemma for thousands of Air Force Reserve officers after amendments to Title 10, USC, particularly the elimination of the "pusher clause," appeared to force Reserve officers into deferred status because they lacked length of service for normal ROPA promotion consideration. (Deferred status restricts reassignment, temporary promotion opportunity and requires that officers be carried on the command control roster. In some cases, the officers would not be eligible for promotion consideration for several years). In the past, the "pusher clause" was employed to move Reserve officers into promotion consideration even though they lacked the required time in grade or total Federal commissioned service time.

As a result of the JAG ruling, all doubt has been removed that a Reserve officer who is deferred because he was considered but not recommended by a selection board shall be considered for promotion by the next selection board considering officers of his grade and category. If an ANGUS officer is deferred because he was not found qualified for Federal recognition, he may not be considered for promotion until the officer next junior to him is also considered (but not before one year after the date on which the deferred officer was found not qualified for Federal recognition). In such ANGUS cases, elimination of the "pusher clause" may delay the second consideration.

SECTOR JOB POSITIONS have been announced for the 16 newly established Air Reserve Sectors to be effective January 1, 1961. Unit manning documents dispatched to the various sector headquarters provide a maximum authorization of 29 Air Force Reservist positions to fill manning requirements in each sector. Thirteen are officer slots and 16 are airmen. (See August OUTLOOK, P. 5 for Region UMD). Required AFSCs cover the following fields: command, unit supply, Reserve personnel, civil engineering, operations, materiel,

communications, administrative services, judge advocate, information and military training. Listed below are authorized Air Force Reserve Sector positions applicable to Sector headquarters, with an authorization of one per each position:

Executive Officer (7016) Lt Col; *Administrative Officer* (7024) Capt; *Air Operations Officer* (1435) Capt; *Aircraft Maintenance Staff Officer* (4316) Maj; *Civil Engineering Staff Officer* (5516) Maj; *Communications-Electronics Staff Officer* (3016) Maj; *Education and Training Officer* (7524) Maj; *Education and Training Officer* (7524) Lt; *Information Officer* (7224) Capt; *Legal Staff Officer* (8816) Maj; *Operations Staff Officer* (1416A) Maj; *Personnel Officer* (7324) Lt; *Supply Officer* (6424) Capt; *Stenographic Specialist* (70450) SSgt; *Organization Supply Specialist* (64650) A1C; *Administrative Clerk* (70250) A1C; *Personnel Specialist* (73250) A1C; *Personnel Technician* (73270) TSgt; *Administrative Clerk* (70250) SSgt; *Air Operations Supervisor* (27170) TSgt; *Administrative Clerk* (70250) A1C; *Aircraft Maintenance 1 or 2 Engine* (43171A) MSgt; *Administrative Clerk* (70250) A1C; *Administrative Clerk* (70250) A1C; *Administrative Clerk* (70250) A1C; *Administrative Supervisor* (70270) TSgt; *Legal Technician* (70570) TSgt; *Information Specialist* (72150) SSgt; *Education Services SSgt*. (75150)

SEVENTEEN AIR GUARD units will contribute their expert communications and electronics installation and maintenance knowledge to USAF ballistic missile and test sites next summer in ANG's first big role in the nation's missile and space program. Maj. Gen. D. W. McGowan, chief of the National Guard Bureau, described the units as two communications maintenance and 15 GEEIA (Ground Electronics Engineering Installations Agency) squadrons. While on active duty next summer, the Air Guardsmen will work directly under the Air Materiel Command and will perform many types of communications and electronics installation functions needed by the Air Force. The squadrons, which did similar but limited work for the Air Force last year, are located at Macon, Ga.; Oklahoma City (two sqdns), Okla.; Worcester, Mass.; Jefferson Barracks (two sqdns), Mo.; New Cumberland and Philadelphia, Pa.; Roslyn, N. Y.; New Orleans, La.; Seattle, Wash.; Hayward, Calif.; Chicago, Ill.; Chattanooga, Tenn.; Portland, Me.; Beaumont and Houston, Texas.

AN OFFICER RECALL PROGRAM for Fiscal Year 1961, announced by Hq USAF, states that only applications of qualified Reserve officers in the following career fields and grades will be considered: 30XX (Communications-Electronics)—Lt through Lt Col; 55XX (Civil Engineering)—Capt through Lt Col; 2616—Capt and Maj; 2626—Lt Col; 2716 (Scientific and R & D)—Lt Col; 2726—Maj and Lt Col; 2734—Capt; 2816—Maj; 2826—Capt, Maj and Lt Col; 2836—Capt, Maj and Lt Col. Applications from senior lieutenants in the above career fields who will be promoted within the next two years may be considered, if exceptionally qualified. Interested personnel are encouraged to submit applications through channels in accordance with AFR 45-26.

... MISCELLANY

OUTSTANDING FLYING SAFETY RECORDS were compiled during the first six months of 1960 by two Air National Guard squadrons and two AF Reserve troop carrier wings. All were honored with USAF Flying Safety Plaques. The troop carrier wings, the 514th at Mitchel AFB, N. Y., and the 459th at Andrews AFB, Md., each flew almost 5,000 accident-free aircraft hours during the period under hazardous and adverse conditions. The two ANG units, the 134th Fighter Interceptor Sq, Burlington Municipal Airport, Vt., and the 183d Aeromedical Transport Squadron, Hawkins Field, Jackson, Miss., bested 90 other ANG flying squadrons throughout the Union.

The 514th Wing achieved its spotless safety record after successfully completing numerous *Swift Lift* missions and working with the 101st Airborne Division during summer encampment at Fort Campbell, Ky. The wing also was praised for proficiency in operating in one of the most heavily congested flying areas in the world. The 459th also was cited for its accident-free operation conducted from three highly congested areas, further complicated by bad weather and major construction underway at Andrews AFB, Md.

ANG pilots of the 134th flew more than 2,800 hours without accident and have accumulated more than 15,000 jet hours since their last accident in November 1956, despite transitioning from F-89D to F-89J aircraft. Mississippi's 183d, flying C-119s, logged 1,600 accident-free hours and more than 15,000 hours since its last accident in March 1956.

THE NATIONAL GUARD ASSOCIATION held its 82d general conference at Honolulu, Hawaii, on October 10. Principal speakers at the conference were the Honorable Joseph V. Charyk, under secretary of the Air Force, Senator Dennis Chavez (N. M.), Lt. Gen. Jacob E. Smart, deputy commander of Tactical Air Command, Lt. Gen. Robert M. Lee, vice commander, Air Defense Command, and Maj. Gen. Raymond J. Reeves, vice commander, Military Air Transport Service.

NGA Air Trophy plaques for operational readiness in nine aircraft categories were awarded as follows: RF-84F, 174th Sq, Sioux City, Iowa; F-86H, 138th Sq and 107th Gp, Hancock Field, N. Y.; F-84F, 166 Sq and 121st Wing, Lockbourne AFB, Ohio; F-89, 176th Sq and 128th Wing, Truxton Field, Wisc.; F-100, 188th Sq and 150th Gp, Kirtland AFB, N. M.; C-119, 140th Sq, General Spaatz Field, Reading, Pa.; SA-16, 129th Sq, Hayward Muni Apt, Calif.; RB-57, 165th Sq and 123d Wing, Louisville, Ky.; and F-86D L, 127th Sq, McConnell AFB, Kans.

Resolutions affecting the Air National Guard adopted at the conference were:

- Recommendation that Ad Hoc committee consisting of representatives of each Reserve Component be established



NOVEMBER

- GEEIA Communications Conference, Orlando AFB, Florida, November 9-11.
- Veterans Day National Observance at Arlington Cemetery, Virginia, November 11.
- Activation of 8368th Air Force Reserve Recovery Group, Louisville, Kentucky, November 15.
- Activation of 8435th Air Force Reserve Recovery Group, Columbia, South Carolina, November 22.

DECEMBER

- Continental Air Command's Twelfth Anniversary, December 1.
- CAP Nineteenth Anniversary, December 1.
- Air Panorama (9984th Air Reserve Squadron), Anderson, South Carolina, December 10.

FEBRUARY

- 9AF Orientation Conference, Reserve Troop Carrier Wings and Aerial Port Squadrons, Orlando AFB, Florida, February 17.

within DOD to examine the long-range effects of ROPA and consider such proposals to amend the Act as may be applicable to the Reserve Officers Corps.

- A request that ROPA be amended to authorize promotion of qualified National Guard officers to existing unit vacancies, notwithstanding the excess number of officers in those grades in the non-unit Reserve.
- Resolved action be taken to program and provide replacement of administrative and base support aircraft of the ANG of a type and model in use or programmed for the AF in conjunction with the phase-out of the obsolete equipment.
- Praised Aeromedical Transport Service and urged continued maintenance at optimum efficiency.
- Recommend increase in man-year allocation of the Air Technician Detachment to that required to support assigned aircraft and systems with required budgetary authorization.
- Resolved that contemplated reduction be precluded in the percentage of authorized manning of Present Unit Manning Documents of ANG units by reason of conversion to more complex first line aircraft.
- Resolved that ANG warrant officers currently appointed and Federally recognized, be authorized to retain their grade and be eligible for normal progression whether or not company grade officer positions are provided in applicable UMDs.
- Asked that NGB take necessary action to procure funds and quotas for attendance at basic training courses and technical schools by ANG personnel to maintain operational ready status of units at desired level.
- Recommend DOD and Congressional support of Global Strategic Airlift Force System (MATS).
- Request that marksmanship training equipment and supplies be authorized the ANG on a basis similar to that authorized for Air Force units and the Army National Guard.

The annual Air Force Association National Convention, held in San Francisco, September 21-25, elected San Francisco attorney Thomas F. Stack as AFA president for 1960-61. He succeeded Air National Guard Brigadier General Howard T. Markey in this post. General Markey, in turn, assumed the post of chairman of AFA's board of directors.

Business sessions of the convention produced a series of resolutions pertinent to national defense:

- USAF was commended for its progressive action in the assignment of modern tactical aircraft to the Air National Guard and urged to continue modernization of all aircraft and weapon systems assigned to the Air Reserve Forces.
- Endorsed USAF's action to recognize the requirement for a fuller utilization of the Air Reserve Forces, and called for continuing utilization of the Air Reserve Forces through more realistic integration in the ever-changing mission of the active establishment to include possible overseas deployment and around-the-clock continental air defense.
- Recommended Reserve airmen called to duty for short tours be paid same quarters allowance as Regular airmen.



Honored at AFA Convention as Outstanding Air Reserve Airman, MSgt. Francis E. Nowicki, 512th TCW (Willow Grove, Pa.), is shown with Lt. Gen. William E. Hall, CONAC Cmdr. Also with them is Mrs. Nowicki.

AFA CONVENTION

- Resolved that the important Strategic Airlift Mission of MATS and its military augmenting forces, the Air Reserve Forces, be clarified by enactment of appropriate legislation.
- Calls upon the President and Congress to press forward with an adequately funded, high-priority research and development program to create an operational Mach 3 transport at the earliest possible date.

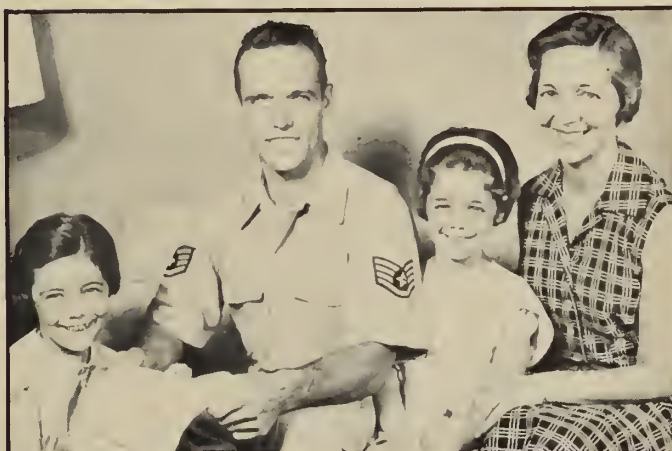
Asks Congress to enact necessary legislation to provide an active, continuing high-priority program looking toward the execution of military operations in space.

In the annual Ricks Trophy Event sponsored by AFA during its convention periods, 12 Air National Guard pilots competed in a two-day event which included air-to-ground strafing, dive and low level bombing, the special delivery of a simulated nuclear bomb on a given target at a pre-calculated time, as well as the high level bombing mission and the speed run. Winner in this event was Ohio Air Guardsman, Major Milan R. Forkapa, Jr., commander of the 112th Fighter Squadron at Toledo. Flying his F-84F *Thunderjet* he scored 658 points out of a possible 1000 during the competition.

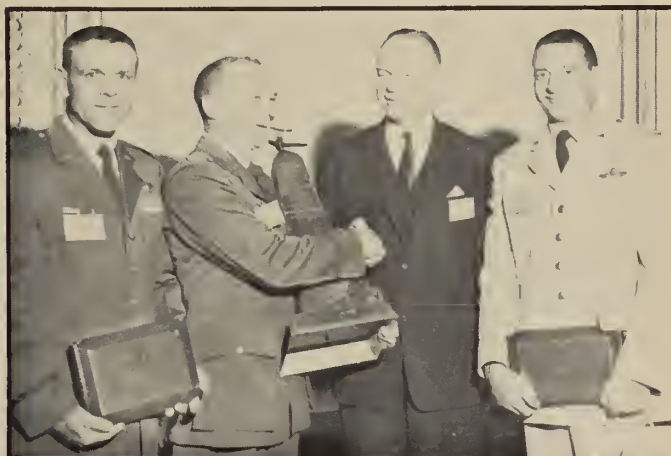
Several awards were presented at AFA's Aerospace Luncheon, during which Citations of Honor were presented to Lt. Gen. William E. Hall, CONAC commander, Maj. Gen. Winston P. Wilson, deputy chief, National Guard Bureau, and Col. Carlo R. Tosti, special assistant to the deputy chief of Staff/Development, USAF.

Other honors went to the nation's outstanding units and airmen of the Air Force Reserve and Air National Guard. Cited as the outstanding Air Force Reserve unit was the 445th Troop Carrier Wing, Robins AFB, Ga. The award was accepted by Col. George H. Wilson, wing commander. A comparable award went to the Air National Guard's 141st Tactical Fighter Squadron, McGuire AFB, N. J., and the 163d Tactical Fighter Squadron, Fort Wayne, Indiana. On hand to receive the award were the respective commanders, Major John C. Makeley and Captain Eugene D. Royer.

Outstanding Air Force Reserve Airman honored at the seminar was MSgt Francis E. Nowicki, Hq Sq, 512th Troop Carrier Wing, Willow Grove, Pa. The Outstanding Air National Guard Airman was represented by SSgt Clarence E. Cunningham, 130th Troop Carrier Sq, Charleston, W. Va.



SSgt. Clarence E. Cunningham, pictured with wife, Mary Jane, and two daughters, won AFA Convention honors as ANG's Outstanding Airman. He became ill during convention and award was accepted by his wife.



AF Secretary Dudley C. Sharp congratulates winners of ANG's Ricks Trophy event. From left are Lt Col Paul E. Hoover (2d), Maj Milan R. Forkapa (winner), Secretary Sharp, and Maj Richard F. Petercheff (3d).

AIRCRAFT RECOVERY PLAN...

The constantly changing face of the international scene demands that the U. S. defense posture be maintained at an increased tempo of alertness. With the announcement of the Recovery Program, the Air Force Reserve takes a position in the nation's first line of defense. The objective is deterrence, but in any event, the outcome may prove to be salvation.

OUTLOOK:

... an important addition to U. S. defense.

There has been a growing realization among military planners that despite the holocaust of nuclear warfare, the initial attack will not be the deciding factor in the outcome of war. It is believed that an exchange of nuclear weapons will create equality of destruction on either side, so that the nation which can follow through after the initial attack will become the winner. It is assumed that many Air Force bases will be destroyed or damaged to such an extent that aircraft will be unable to land at home stations or preplanned alternates. An effective Aircraft Recovery Program is considered an absolute necessity to provide dispersed flying fields capable of continuing the war effort long after the major bases have been removed from service.

... first line capability and deterrent power.

Aircraft recovery is not a passive defense measure, but a method by which this country may consolidate its forces after the initial attack and carry on to a successful conclusion. However, just as important, *recovery* becomes an additional first-line weapon in considering the strength of our *deterrent* forces.

... a practical and economical program.

The program places little or no strain on the Air Force budget. It is impracticable to utilize full-time personnel to man this program because of the great drain on the economy.

A ready-made pool of personnel exists in the Air Force Reserve in communities scattered throughout the United States. These can be used most effectively since they are already on the scene and possess skills and qualifications to meet the manning requirements of the Recovery Program.

... a complex mission.

The prime purpose of the Recovery unit is to recover USAF aircraft returning from combat strikes. This involves a logical sequence of tasks predicated on the size of the unit and the facilities available. Recovery units will be located at strips which are not operated by active military units and which are capable of accommodating military aircraft. Some of the strips may have been abandoned, others may be fully operational civil airfields. Thus, the tasks of recovering aircraft at these extremes will vary considerably. At the bare strip, communications with the incoming aircraft must be established if any traffic control is to be exercised.

Crash and rescue service must be provided to the limit of local capability in the event of damage to military aircraft landing at the recovery bases. At the bare strips fire fighting and rescue equipment must be procured from the nearest town. At operating airfields, the existing crash and rescue equipment will be utilized. Also, medical care and transportation to hospitals must be procured for wounded crew members.

... recovery base facilities.

Upon landing, the pilot of a recovered aircraft will want to communicate with his headquarters. Preplanning of the following services must be accomplished:

- Arrangement for use of telephone lines on a priority basis, as well as radio and telegraph facilities.
- Coordination with Civil Air Patrol for use of their direct or tactical communications circuits where they exist.
- Provide airfield status and weather reports as needed.

Normally, no repairs will be made on flyable aircraft; however, sufficient fuel will be provided to enable take off and flight to the nearest suitable Air Force base. Preplanning will determine the availability of fuel, as follows:

- Sources of all kinds of fuel will be determined and arrangements made for their use.
- Arrangements will be made for fuel and refueling facilities when they exist on the base.

RECOVERY GROUP MANNING

Commander (0026) Colonel, Lieutenant Colonel; Administrative Staff Officer (7016) Major; Air Operations Officer (1435) Major, Captain; Air Police Officer (7724) Captain; Aircraft Maintenance Staff Officer (4316) Major; Civil Engineering Staff Officer (5516) Lieutenant Colonel; Communications & Electronics Staff Officer (3016) Lieutenant Colonel; Communications Officer (3034) Captain; Director of Materiel (0046) Lieutenant Colonel; Education & Training Officer,

(7524) Major; Information Staff Officer (7216) Major; Medical Officer, Aviation Medicine (9356) Colonel; Operations Staff Officer (1416) Lieutenant Colonel; Personnel Officer (7324) Major; Supply Staff Officer (6416) Major; Administrative Clerk (70250) Staff Sergeant (4), Airman First Class (3); Administrative Supervisor (70270) Master Sergeant; Air Police Supervisor (77170) Master Sergeant; Aircraft Control & Warning Technician (27370) Master Sergeant, Technical Ser-

geant; Education Technician (75170) Technical Sergeant (2); Helicopter Technician (43170) Master Sergeant; Information Technician (72170) Technical Sergeant; Medical Administrative Supervisor (90670) Master Sergeant; Motor Transport Supervisor (60370) Master Sergeant; Organization Supply Supervisor (64670) Master Sergeant; Personnel Technician (73270) Master Sergeant; Postal Specialist (70251) Airman First Class.

Landing field and parking area preplanning will include these facilities:

- Runway lighting at abandoned fields.
- Heavy equipment to remove damaged aircraft from the runway and working areas.
- Firefighting and rescue equipment.

Additional services which may be obtained locally include:

- Messing and billeting facilities for aircraft crews.
- Use of private trucks, autos and light planes.
- Cooperation of Civil Air Patrol as needed.
- Determination of the nearest source of supplies and equipment, and the best and most expeditious method of obtaining them.

. . . emphasis on community relations program.

In order to obtain necessary priorities for recovery of military aircraft, and to promote willingness by civilian agencies and individuals in providing supplies and equipment that will be needed, a dynamic community relations program is essential. The problems of the Aircraft Recovery Unit and the tasks it must perform must be known by the community so that mutual responsibility will insure success of the unit's mission. It is necessary that liaison be conducted with local Civil Defense, military and civil agencies. This liaison is to be directed toward determining sources of supplies and equipment required for the recovery mission and establishing methods for rapid procurement of such supplies and equipment on an "as needed" basis.

. . . self-sufficiency is the key to an effective Recovery Program.

Equipment will not normally be supplied to Recovery units by the Air Force. By utilizing open-end contracts and by agreements with civilian agencies in the local community, preplanning for maximum use of local resources will be accomplished to provide necessary services for the aircraft recovery role. While no authorized equipment lists will be maintained for these units, available excess items of equipment will be made available to them when possible.

. . . manning of technical positions.

Recovery units will organize a cross-training program so that each member will understand every phase of the unit's efforts. This will be done so that the mission is not jeopardized by missing members. This mission involves planning for the conditions that can be expected in recovering aircraft. Academic training will be directed toward development of the plans and means of testing them as a primary objective. The secondary requirement for the academic part of the training will stress proficiency in performance of the duties and tasks involved in the recovery mission. Active duty tours by Reservists at Air Force schools will provide a means by which greater proficiency will be gained within the individual specialties. Liaison with interested commands will resolve any special requirements for servicing of tactical aircraft.

. . . about individual training.

Individual training of mobilization assignees, Part II of the Major Command War Requirement, and the General War Individual Mobilization Requirement for Part III, will continue during the transition period.

RECOVERY SQUADRON MANNING

Commander (0026) Lieutenant Colonel; Administrative Officer (7024) Captain; Air Electronics Officer (3054) Captain; Air Operations Officer (1435) Captain; Air Police Officer (7724) Captain; Aircraft Maintenance Officer (4344) Captain; Civil Engineering Staff Officer (5516) Major; Communications Officer (3034) Captain; Communications & Electronics Staff Officer (3016) Major; Education & Training Officer (7524) Captain; Information Officer (7224) Lieutenant; Maintenance Engineer (5544) Lieutenant; Medical Officer, General (9326) Major; Medical Officer, Aviation Medicine (9356) Major; Operations Staff Officer (1416) Major; Procurement Officer (6624) Captain; Personnel Officer (7324) Captain; Supply Officer (6424) Captain; Weather Officer (2524) Captain; Air Traffic Controller (1634) Captain; Administrative Supervisor (70270) Master Sergeant; Administrative Clerk (70250) Staff Sergeant (3), Airman First Class (3); Apprentice Administrative Clerk (70230) Airman Second Class (3); Personnel Superintendent (73290) Senior Master Sergeant; Personnel Technician (73270) Technical Sergeant; Personnel Specialist (73250) Staff Sergeant; Postal Specialist (70251) Airman First Class; Education Technician (75170) Technical Sergeant; Air Operations Supervisor (27170) Technical Sergeant; Air Operations Specialist (27150) Staff Sergeant (2); Medical Administrative Supervisor (90670) Technical Sergeant; Medical Services Technician (90270) Master Sergeant, Technical Sergeant; Medical Service Specialist (90250) Staff Sergeant; Preventive Medicine Technician (42370) Technical Sergeant; Organization Supply Specialist (64670) Master Sergeant; Organization Supply Specialist (64650) Staff Sergeant; Air Police Supervisor (77170) Master Sergeant (2); Air Policeman (77150) Staff Sergeant (2), Airman First Class (6); Apprentice Air Policeman (77130) Airman Second Class (2); Jet Engine Technician (42370) Technical Sergeant; Aircraft Maintenance 1 or 2 Engine (43171) Master Sergeant (4); Construction Equipment Operator (55151) Staff Sergeant (2), Airman First Class (2); Roads Grounds Supervisor (55170) Technical Sergeant; Electrician (56150) Staff Sergeant (2), Airman First Class; Electric Power Production Operator (56750) Airman First Class; Building Crafts Supervisor (55270) Master Sergeant; Apprentice Woodworker (55230) Airman Second Class; Fire Protection Supervisor (57170) Master Sergeant (2); Fire Protection Specialist (57150) Staff Sergeant (2), Airman First Class (16); Apprentice Water Supply & Sanitation Specialist (56330) Airman Second Class; Munitions Disposal Technician (46171) Master Sergeant, Technical Sergeant (2); Fuel Conversion Supervisor (64370) Master Sergeant; Fuel Conversion Specialist (64350) Staff Sergeant, Airman First Class (2); Communications Center Supervisor (29170) Technical Sergeant; Communications Center Specialist (29150) Staff Sergeant (3), Airman First Class (6); Communications Center Equipment Repairman (36350B) Staff Sergeant (2); Outside Wire & Antenna System Installation and Maintenance Specialist (36150) Staff Sergeant, Airman First Class; Telephone Installer Repairman (36152) Staff Sergeant, Airman First Class; Ground Communications Equipment Maintenance Technician (30472) Master Sergeant; Ground Communications Equipment Repairman (30452) Staff Sergeant (2), Airman First Class; Flight Facilities Equipment Maintenance Technician (30471) Technical Sergeant; Flight Facilities Equipment Repairman (30451) Staff Sergeant; Air Traffic Control Technician (27270) Master Sergeant, Technical Sergeant; Radio Operations Support (29370) Technical Sergeant; Ground Radio Operator (29350) Staff Sergeant, Airman First Class (3); Aircraft Radio Maintenance Technician (30170) Technical Sergeant; Aircraft Radio Repairman (30150) Staff Sergeant; Aircraft Electronic Navigation Equipment Repairman (30151) Staff Sergeant (2); Motor Transport Supervisor (60370) Master Sergeant; Vehicle Dispatcher (60351) Staff Sergeant (2); Vehicle Operator (60350) Airman First Class (3); Apprentice Vehicle Operator (60330) Airman Second Class (3); Aircraft and Missile Ground Support Squadron Technician (42173) Technical Sergeant; Aircraft & Missile Ground Support Squadron Repairman (42153) Staff Sergeant (2), Airman First Class (2).

The Air Force Reserve and N

The implementation of a vitalized Air Force Reserve Recovery Program must become the paramount objective of all dedicated Air Force Reservists. Plans for utilization of the post attack units have been defined by Hq USAF. Now, the problem is one of method of approach to insure beyond question that these units will accomplish their mission effectively. This goal will be achieved only through the ingenuity and complete cooperation of all Air Force Reservists.

FOCAL POINT:

On September 1, the test phase of the new program was set in operation. We will have to wait for completion of the initial phase of the project to formulate definite answers. Meanwhile, our thinking must be predicated on anticipated situations and needs. In this vein, I have been asked by *The Air Reservist* magazine for my comments to the following questions concerning the implementation of the plan and its effect on the Air Force Reservist:

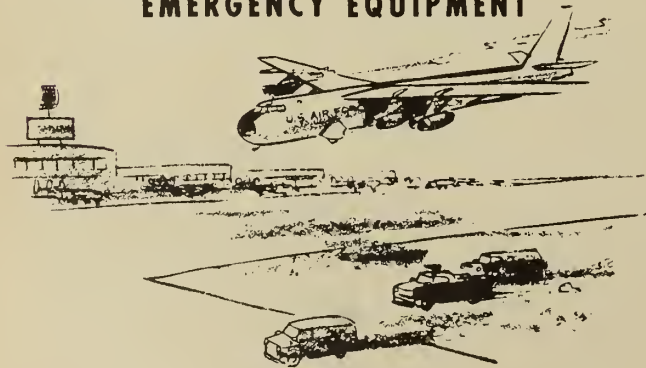
How important is aircraft recovery to our national defense?

It may be considered as an important new adjunct to our strategic and air defense capabilities. It strengthens our deterrent posture and at the same time offers hope against the doomshouters who insist that nuclear war will be the end of civilization.

Is this a universal opinion?

In a recent tirade before the United Nations General Assembly, Khrushchev said that the USSR would win a nuclear war because the Russian people can bounce back, even from disaster. Therefore, our own National Recovery Program is more than just an opinion—it is a necessity.

READY WITH EMERGENCY EQUIPMENT



What motivated the assignment of recovery to the Air Force Reserve?

Let us be realistic. Every major Air Force facility must be considered a Russian target. Therefore, established Air Force bases must be augmented by other facilities which could be used in emergency.

Why not give this mission to the active Air Force?

The Recovery Program will involve scores of airfields and thousands of personnel. Maintaining these bases on a full-time basis would be poor economics when a ready-made pool of Air Force Reservists is available and on the scene in hundreds of communities throughout the United States.

Can the Air Force Reserve do the job?

There is little doubt of it. For many years we have been building the Air Force Reserve on the "Ready Now" concept. We have been successful with our troop carrier wings, and communications, hospital and other type Reserve units in shaving down the response time to an acceptable margin. But these units represent only a portion of the Air Force Reserve potential. With this in mind, the least satisfactory aspect of the program has been Individual Training which, through no fault of its own, is rapidly showing signs of obsolescence. We have been looking for a way to circumvent this reality and have found it under the Revised Management Plan. What has been a growing liability will be transformed into a dynamic program that excites the imagination and offers a challenge to the individual.

How will the individual Reservist fare under the Recovery Program?

First, let me state that the single and most important objective of the Air Force Reserve is to be prepared for its M-Day mission. Any deviation from this objective may one day prove to be disastrous for the American people. Under the Recovery program the man will be fitted to the job, not the job to the man. This may place some Air Force Reservists in the limbo of Reserve assignment. But wherever practicable, reclassification stringencies will be relaxed, with cross-training and on-the-job training tempering what may appear to be unjust personnel procedures and actions. Recovery units must be manned by qualified personnel.

It appears that training and preparation of a Recovery unit will be a time-consuming proposition.

That is true. The demands upon the Air Force Reservist in a Recovery unit may well exceed his accustomed pace. This is particularly so since the duties of the unit will involve the most unusual, the most unconventional and certainly the most unorthodox methods of any contemporary military organization.

Is it true that Recovery units will receive minimum logistical support?

That is correct. There will be no authorized allowance and equipment lists from which to draw upon. However, supplies and equipment surplus to Air Force needs will be given to these units to assist in their normal operation. *Most likely, this will be the exception rather than the rule.*

ONAL SURVIVAL

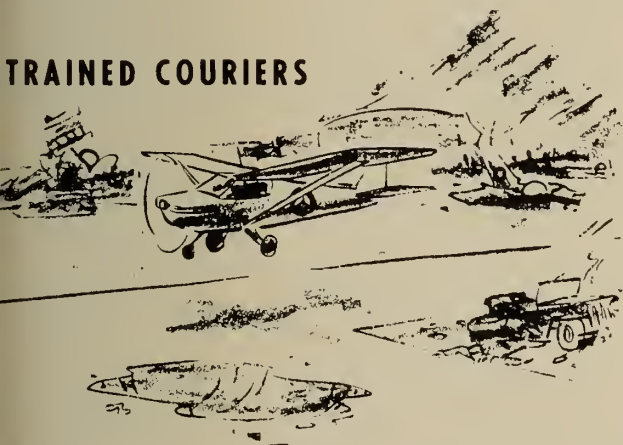
Gen. William E. Hall, CONAC Commander

This seems to be excessively economical and unnecessarily austere.

It is true that economy enters into the picture, but only in a small measure. A thoroughly sound reason exists for this situation. For example, on M-Day the Recovery unit will be a small island in a sea of chaos. It will be called upon to perform miracles of accomplishment during the period of greatest need and in an area of famine. It will have to fall back on its own pre-planned resources at a time when there is no room to develop talent for resourcefulness. By being born and reared in an atmosphere of deliberate austerity, the Recovery unit of necessity will develop an instinct for resourcefulness. The successful Recovery unit must consist of an enterprising team which can accept challenges as a matter of course. As a further example, each Recovery unit will have need for motor vehicles in the normal course of peacetime operations, and particularly on M-Day. These will not be forthcoming from the Air Force as an item of issue; however, surplus vehicles, more likely, salvaged vehicles, will be turned over whenever possible.



TRAINED COURIERS



Can civilian cooperation be relied on?

I can best answer that with an example. Recently, a committee of CONAC staff officers held informal discussions with sound out civilian executives in the transportation and heavy equipment industries. Each of the executives gave an unqualified indorsement and support to the Recovery program and stated that he would make whatever equipment was available to the Air Force on M-Day. It is significant that this attitude is universal; however, there are ramifications which must be cleared up before this portion of the program can be considered foolproof. Further, it strengthens the importance of preplanning.

In this instance, one of the executives, a heavy equipment operator, advised the CONAC staff people that most of his equipment was of such specialized design that a highly trained operator was required to utilize it. It was suggested to the executive that possibly some arrangements could be made to have his people assist the Air Force by training an Air Force Reservist who is assigned as a heavy equipment operator in the Recovery unit. The executive agreed that this would be possible, but stated that in view of the circumstances of M-Day, he would be more than willing to donate the equipment, an operator and a couple of maintenance men—if and when.

Why place such emphasis on preplanning civilian cooperation now, when it could be commandeered on M-Day?

Preplanning eliminates the staggering problem of logistics. M-Day will be an anthill of confusion, and if everything is scheduled to be at a certain place at a certain time, the job can be accomplished much faster.

It appears that full civilian cooperation will be received on M-Day, but how about the interim period?

It will be necessary to test each Recovery unit's peacetime capability from time to time. It would be difficult to expect civic and industrial leaders to donate services and equipment on this basis, particularly since there is the probability of financial involvement on their part. Good planning will arrive at a solution; however, it should be in such a way that will gain the enthusiasm and participation of these people. Depending upon local circumstances and capabilities, such a test could be conducted on a weekend or holiday, with support of the local civic government, chamber of commerce and other agencies. It appears that by attaching official community sanction to the event, and by inviting its participation, few could resist the temptation to express a show of public spiritedness.

Do you believe the Air Force Reservist will share this enthusiasm?

A common complaint by many Air Force Reservists is that they have not had opportunity to play an important role in the Air Force mission. The Air Force Reserve Recovery Program can be the answer. With the shaping of plans and the organization of a series of test units, I feel that at long last the Air Force Reserve is really coming into its own. The human animal responds differently to each set of stimuli, but the most consistent reaction to responsibility is enthusiasm. More and more that element is being injected into the Air Force Reserve Program, and each time it is the prescription that works. I have no doubt about it; now, the Air Force Reserve can take its place alongside the active forces as a major contributor to national survival.

Q. I recently wrote to the Air Reserve Records Center in Denver giving my full name and rank—Captain Wolcott Baylor Wrynofsky—and requesting information from my record. I waited quite a while before receiving a reply. Why?

A. You failed to include your service number. ARRC's filing system is numerical by service number, not by name. Actually you were lucky to get the information requested without follow-up correspondence, and this was due in great part to the fact that your name is unusual. Had it been John E. Smith, for instance, the ARRC maintains the records of several hundred Reservists all named John E. Smith. The search needed to pinpoint the right one would take time and would be costly. All this time-consuming searching can be eliminated if each Reservist would include his service number along with name, rank and address when writing to the Air Reserve Records Center.

AIR MAIL



Q. I received notice from the ARRC that I am assigned to ISLRS and must elect to participate in a Reserve program, or to transfer to the Retired Reserve Section, or be discharged. I did not make a choice when I was notified that I had completed maximum service allowed for retention in the Reserve and must apply for Reserve retirement or be discharged. If I request assignment to an active program, how long may I continue to earn points?

A. You may earn points until the separation date prescribed for maximum service, but only if discharge or retirement action were not completed as a result of non-participation.

Q. Several of the fellows in our unit have received Reserve orders published by the ARRC which show an extra digit in the service number. Is an amendment to the order necessary?

A. Seven spaces are allotted for service numbers on Reserve orders to conform to requirements for machine processing. When a service number has only six digits the extra space preceding the service number shows a zero. This method of printing in no way changes your service number.

Q. I believe I am entitled to the Korean Service Medal. To whom do I write?

A. If you are assigned to a Reserve unit the commander of your unit of assignment will furnish information as to entitlement to any awards. If you are presently assigned to the Air Reserve Records Center (NARS) (IRS) or (ISLRS) you may direct your inquiry concerning awards to Air Reserve Records Center, 3800 York Street, Denver 5, Colorado.

The Air Force Records Center at St. Louis, Missouri, will reply to inquiries from former servicemen who are completely discharged from the Air Force Reserve if you direct your inquiry to Chief, Air Force Branch, Military Records Center, GSA, St. Louis 32, Missouri.

Reservists who are retired and in a pay status may request information from Headquarters USAF, Washington 25, D. C. Please limit any inquiry to one subject only and be sure to include your service number when writing to any of the above agencies.

aerospace

library



Reservists can obtain these books by mail order (at listed prices) from the Aerospace Book Club located at Old Georgetown Road, Washington 14, D. C. The Club, established by the Air Force Association at the specific request of the Air Force, offers club members the opportunity to purchase these and other aerospace books at substantial discounts.

Memoirs of World War I: From Start to Finish of Our Greatest War, Brig. Gen. William Mitchell (Random House, \$4.95). "Billy" Mitchell's eyewitness account of our first war in the air based on extensive diaries he kept as an observer at the front and a participant in air combat. Traces the overall development of the Great War, the emergence of aerial combat and the development of tactical and strategic airpower.

Aviation In The Modern World: The Dramatic Impact Upon Our Lives Of Aircraft, Missiles And Space Vehicles James V. Bernardo (E. P. Dutton, \$5.95). A study of modern aviation, missiles and space vehicles and of man's effort to pioneer outer space. Traces the development of air transport from early days to present, the uses of civil and military aircraft and the social, economic, and political implications of airpower. Explores the role of aircraft and missiles in national defense, describes modern air and missile research and development.

Man And Space, Clive E. Davis (Dodd, Mead, \$2.75). A summary of man's knowledge of the Universe, the research and development now underway to prepare for spaceflight and the programs which are designed to adapt man to existence in the environment of space. Treats manned and unmanned space probes to date, U. S. satellite launchings, and the scientific results from these ventures.

Nine Planets, Dr. Alan E. Nourse (Harper, \$5.95). A thorough, comprehensive, readable discussion of the physical nature of our nine planets, their satellites and their structure. Speculates on the many unanswered questions about the planets, on the nature of the universe and man's place in it. Illustrated with color paintings of the planets, based on known scientific fact.

Seven Into Space, Joseph N. Bell (Popular Mechanics Press, \$3.95). The story of the Mercury Astronauts, their background, selection and training and the development of the hardware that will carry them into space orbit. (Young Adult)

The Years of the War Birds: The Story of the Men and Planes of World War II, Arch Whitehouse (Doubleday, \$4.95). A dramatically written chronicle of the war in the air over Germany, the Mediterranean and in the Pacific, written in terms of the men, the planes and the heroic accomplishments. Traces development of tactical and strategic airpower. A highly readable, popular history that features the great aces, the air leaders, individual fighter combat, and the battles which defeated the Axis in the air.

Racing Planes That Made History, David C. Cooke (G. Putnam's Sons, \$2.50). Photo-text history of the era of aerobics racing from 1909 to the post WWII period. Features 37 major famous air racers from the Curtiss Golden Flyer to the Whittman Bonzo.

"Without the help of your mobile power plant, I shudder to think what might have happened to our obstetrical, nursing, emergency and operating departments." Thus, Bruce M. Thogmartin, Kissimmee, hospital administrator, wrote to the Central Florida Squadron Civil Air Patrol commending the unit's teamwork during the September crisis of hurricane Donna.

CIVIL
AIR
PATROL



evastating Donna faced an imposing receiving line at her continental ing out.

he was confronted by a belligerent, rmined, well-equipped array of il Air Patrol squadrons joining Civil ense and other agencies from Key st to the tip of Maine, up to the f and Atlanta coasts.

Helpless to curb the furious winds, potent with officer and cadet city and know-how, CAP stood ch, and worked to help minimize chances of injury, death and prop- damage.

as the storm advanced, all safety cautions went into effect: lowland abitants were evacuated; small craft ried to protective bays and inlets; raft not at the ready for assistance e moved to safety; windows were ded; everything loose was braced tied down against the blow; CAP able communications units were as- bled in hospital, school and com- munity shelters.

he coastal wings of CAP's South- Region—Florida, Georgia, the Caro- s—bore the brunt of nature's on- ght. In Florida Wing alone, 19 adrons from Key West to Daytona ived 200 personnel, 4 aircraft, 63 ile units, 49 fixed radio stations, ower units and 17 ground teams e in action.

ower was furnished for food freezers blood banks and for dairies to milk r cows; medical supplies were flown n Miami to reeling Key West; CAP ced off-loading of emergency Air ce cargo planes; with Civil Defense, P seniors and cadets searched for ivors and bodies and marked dis- r spots.

he Brunswick-St. Simons Squadron Georgia was like a "switchboard" the southeast, relaying radio messages citing weather conditions from urwater, Fernandina, Daytona; passed sages on to Civil Defense Atlanta dquarters; Red Cross priorities were yed to Macon and Warner Robins, Civil Defense traffic was moved into nessee and to the Maryland Wing

as the storm whipped eastward.

In South Carolina alone, 86 units of CAP equipment—from aircraft to fixed radio—were manned by more than 250 CAP seniors and cadets.

CAP's communications relay prowess in eastern North Carolina was lauded by Highway Patrol and Civil Defense. Three power generators installed at three locations saved many thousands of dollars worth of food in a super-market at Morehead City, at Beaufort and in the Wheat Swamp farming community where a community freezer power system was rigged.

Virginia's coastline felt the biting edge of Donna. Little Suffolk Squadron's 10-kw generator kept the Chesapeake and Potomac Telephone Company in emergency power until its own could be operated. CAP members worked in shifts to clear Suffolk streets of trees and live power lines.

Connecticut Wing loaned seven portable power generators to Civil De- fense, and itself had 200 members, 10 aircraft, numerous vehicles and mobile radio stations as well as six land rescue teams in readiness. Rhode Island Wing,

CAP, with 150 personnel at standby, used 25 mobile radio units in a state- wide weather reporting service.

Though Donna's vitality was ebbing, up in the Portland area of Maine where greatest damage was to boats at Fal- mouth, CAP was on day and night alert. Statewide communications was joined with Civil Defense; CAP stood radio watch at Sanford, Biddeford, Bath, Bangor, Windham, Augusta and other communities. An emergency CAP jeep stood by at Machias.

Through Donna's foray and after, countless dollars were saved in pre- storm preparedness and concerted efforts of CAP, Air Force, Civil Defense, Red Cross, local police, Coast Guard and Navy—a formidable team, indeed, for any emergency.

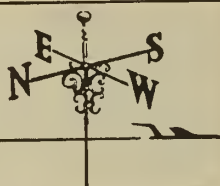
After all had settled down and the cleanup begun with the score tallied on Donna's side, at least one tired CAP unit could count its own rubble among that of its community: Florida Wing's valuable Punta Gorda CAP headquarters, hangar and stationary equipment were almost a total loss.



OPERATION DERAILMENT—Air Reservists of the 51st Casualty Staging Group, 2614th Air Reserve Center, Philadelphia, Pa., simulated a mass casualty exercise to test readiness and effectiveness in teaming up with civil defense emergency units. The problem was a simulated railroad accident in which the 51st gave emergency aid and coordinated its efforts with various local agencies, including the police and fire departments, hospitals and Red Cross. Results indicated the test was conducted smoothly and efficiently.

MISSING NO BETS—4th AF Reserve Region's information office at Randolph AFB, Texas, covered Spanish language media recently with a unique press release written entirely in Espanol. The article referred to training and active duty periods available in the Air Force Reserve and informed its readers that some positions in the organization were still available although rapidly being filled.

CROSS COUNTRY



IT'S "OFFICIAL" NOW—Ohio's Buckeye Wing, the 302d TCW (Res), came in for special recognition on two separate occasions recently when Ohio Secretary of State, Ted W. Brown commemorated the unit at Clinton County AFB ceremonies with "official" residence status and presented an Ohio flag to Wing Commander, Col. Donald J. Campbell. The wing also was recognized for feats in military aviation safety with the 1960 Civilian Award of Merit from the Ohio Safety Council. Accenting its Ohio tenure, the wing witnessed a celebration of 11 enlisted Air Reservists who marked their 10th anniversary in the Air Force Reserve at Clinton County AFB. They were SMSgt. M. Hollingsworth, MSGts. D. Gallagher, E. Amann, R. Spyker, G. Coombs, R. Powell, J. Turner, TSgts. R. L. Taylor, R. Wilkey, B. Kuhl and SSgt. G. W. Hall.

TINKER DEDICATION—Saluting the erection of the 305th Troop Carrier Sq (Res) \$2.6 million hangar, shops and offices at Tinker AFB, Oklahoma City, Okla., last month, CONAC Commander Lt. Gen. William E. Hall said: "The real significance of this occasion is not the concrete and steel, but the capabilities of the Reservists." The general spoke amidst traditional fanfare and an open house throng of 2,000 visitors marking the dedication of the new facility. Prominent guests included Oklahoma Congressmen Ed Edmondson and John Jarman and many other high ranking military and civic figures.

COMMUNITY SPIRITED—Undeterred by normal Air Force Reserve duties and full-time civilian jobs, members of the Enid, Oklahoma 9848th Air Reserve Squadron have assumed responsibility for forming the nucleus of the Garfield County Red Cross disaster committee. In sparking the committee, key 9848th Air Reservists furnish a vital link in the community's overall disaster plan to provide food, clothing, shelter and medical aid to victims of any local catastrophe.

TWO PROMINENT AIR RESERVISTS from New York City's 2610th AResC, Col. William P. Wright, Jr., and Col. Maxwell A. Krindler, have been awarded AF Commendation Medals. Col. Wright is deputy for Reserve and ROTC Affairs, special assistant for Manpower, Personnel and Reserve, Secretary of the Air Force, Hq USAF. Col. Krindler was cited by

Fourteenth Air Force for outstanding contributions to the Air Force Reserve . . . An active duty stint with the AAO at Griffiss AFB, N. Y., enabled SSgt. Bruce T. Whitaker of the 9273d AResSq, Binghamton, N. Y., to take a unique "Cook's Tour." After helping a SAC giant KC-135 Stratotanker make a safe landing at Griffiss in stormy weather, the sergeant was rewarded with an eight and one-half hour flight aboard a KC-135 on one of its routine missions . . . MSgt. John A. Hamlett was recently selected as "Airman of the Year" for the 9480th Air Reserve Sq, Roanoke, Virginia. Awarded "Officer of the Year" was Captain Thomas B. Leivesley Jr. Sgt. Hamlett is a federal government soil conservation aide while Capt. Leivesley works for an electrical contracting firm . . . Lt. Col. Charles Davidson has been appointed USAF Academy Liaison Officer for Union County, New Jersey. In his AF Reserve assignment, he is director of communications for 1st AF Reserve Region, Mitchel AFB, N. Y.

While attending a meeting of the Long Island 9213th ARSq Information Flight recently, Major Frederic White received momentous news. His wife, Johanne, was about to add another member to his family—the 13th! The major is a writer in civilian life and recently had photos of his family featured in an issue of Life magazine . . . Prominent Canon City, Colo., surgeon and M-Day assignee to the ADC surgeons office, Dr. Corbin E. Robison had his colonel's eagles pinned on recently by the former commander of ADC, Brig. Gen. Benjamin Strickland. The newly promoted Air Reservist also serves as surgeon for the Colorado State Prison and the Colorado ROA . . . Earlier this year, Air Reservists of the 2615th AResC, Newark, N. J., won the 2490th ARTTrWg "Annual Participation Award" for scoring an overall Reserve program participation rate of 98 per cent for the 1959-60 academic year. The plaque was established to reward the Center with the highest consistent rate throughout the year . . . Former WW II combat pilot, Col. Charles D. Briggs Jr., has assumed command of the 45th TCW (2493d AF Reserve Sector), Andrews AFB, Md.

GUARD NOTES: Cash awards totaling \$300 for exceptional duty performance were distributed recently to six Pittsburgh area Air Guardsmen by the 112th Fighter Group, Pennsylvania ANG, at Coraopolis. Cash winners of the top rating were SSgts. J. A. Marion, T. L. Menk, A1C D. E. Pfohl, J. Klotz, G. G. Johnen and A2C D. R. Miller. The money was donated by a local department store . . . Iowa's 174th Recon Sq, ANG, hosted Maj. Gen. David W. Hutchison, Ninth AF commander, and staff during a tour of Air Guard facilities at Sergeant Bluff, Iowa. In the event of hostilities the 174th would be assigned at once to General Hutchison's command . . . A2C Donald E. Juenemann, 133d US Dispensary, 133d ATWg, Minnesota ANG, was chosen earlier this year as the wing's "Honor Airman for 1959" and received traditional honors at the second annual military banquet held in the Prom Center in St. Paul.

Host for the first time for the annual Air National Guard regional conference, the Kentucky ANG welcomed representatives from 14 ANG units of eight states and members of the National Guard Bureau in Louisville's Kentucky Hotel Sept. 22-23. Conference objective was to plan logistical and personnel support missions for 1961. Maj. Gen. Arthur Lloyd, Kentucky Adjutant General, was the principal speaker . . . Top ranking New York State military officials were on hand at Floyd Bennett Field, Brooklyn, to inspect area Air Guardsmen of the 106th Aeromedical Transport Group during their annual summer two-week field training. Promoted also made the news during the period. W. F. Gill, director of materiel, was promoted to lieutenant colonel and five officers received their majorities: N. C. Parsons, P. T. Gorman, Jr., C. Livers, A. A. DiBernardo and L. J. Soscia.



Pentagraphs

NEW MISSIONS FOR RESERVE FORCES: A portent of things to come for the Air Reserve Forces was contained in a directive by General Thomas D. White, AF chief of staff, to Maj. Gen. Robert E. L. Eaton, assistant chief of staff, Reserve Forces. The directive calls for preparation of plans introducing the Air Reserve Forces into our space program. The three specific mission areas indicated are: the capsule recovery capability, space surveillance and missile site activation air-lift capability.

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NEW TV SERIES: USAF has announced release of a 13-chapter Air Force motion picture series, entitled "Contrails." Each film is approximately 27 minutes in length and is ideal for half-hour television programming. Host of the films, Lt. Col. Mel Parkes, ties all chapters together in sequence, with an introduction of the current episode, and a brief mention of "next week's program" in the close. "Contrails" is available without charge for telecasts presented as a public service. Sponsorship of a public service by responsible businesses may be authorized provided certain reasonable conditions are met. Films may be ordered from the Air Force Film Library Center, 8900 South Broadway, St. Louis 25, Mo.

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AIR FORCE PIX: The Air Force suspects that considerable pictorial history of WWI, WWII and its early days is gathering dust seen in attics and out of the way places where it benefits no one. USAF would like to have a look at these pictures with the idea of adding them to the permanent collection documenting the story of flight from the earliest days to the present. Interested persons are invited to contact the Office of Pictorial Art, Hq USAF, Room 5C 968, The Pentagon, Washington 25, D.C.

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WARD NOTES: As a result of action initiated by the National Guard Bureau, a ruling has been obtained from the Internal Revenue Service that the cost and maintenance of uniforms for technicians of the National Guard are deductible under section 162(a) of the 1954 Code. . . . ANGR 39-54 establishes initial uniform clothing allowances and extra clothing for ANG airmen. In addition to listing the required items, it gives a supplemental uniform clothing allowance. Costs of all items included. . . . ANGR 50-07A (a change) outlines additional inactive duty flying training periods. . . . ANGR 39-29A (a change) lists information on the promotion and demotion of airmen. . . . ANGR 50-04 outlines military orientation of non-prior service airmen.

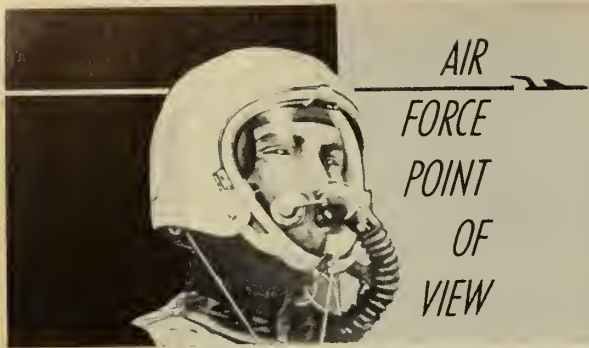
PROMOTION TO LIEUTENANT COLONEL: A selection board will convene at the Air Reserve Records Center, Denver, Colorado, January 9-13, 1961 to consider promotion of permanent Reserve majors to lieutenant colonel. To be eligible for mandatory consideration for promotion, a major must have seven years promotion list service and 21 years total federal commissioned service, or a promotion service date on or before June 30, 1955 and a total years service date on or before June 30, 1941. Commanders are advised of the necessity for prompt submission of AF Forms 1085 and 1085A, "Reserve Officer Training Performance Report," and AF Forms 190, "Computation of Service and Training Points." Paragraph 6e, AFR 45-24, 12 August 60, requires that AF Forms 1085 be submitted on deferred officers regardless of the amount of active or inactive duty performed. These reports should be submitted so as to arrive at ARRC not later than December 15, 1960. Eligible officers are reminded that information on civilian occupations and civic responsibility is limited in the selection folders, and are encouraged to submit short factual letters to bring their records up to date.

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AFROTC DUTY TOURS UPPEDED: A four-year active duty tour for non-flying AFROTC graduates will be required for students entering advanced training after January 1, 1961. The previous requirement was three years. The reason for the change is the large turnover occasioned by the relatively short tour for the non-flying officer, which does not allow sufficient time for him to become proficient in his duties. Air Force Secretary Dudley C. Sharp made the announcement of the change in a letter to college presidents concerned.

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ECI NOTES: The Extension Course Institute says that completion of one ECI course (either wholly or in part) does not qualify a student for a diploma or completion certificate in another. For example, even though a student may have completed that part of "Officer Candidate School Correspondence Course" (Course 1) upon which the five volumes of "Leadership and Personnel Management For Airmen" (Course 5) are based, he may not receive a Course 5 diploma. Moreover, a graduate from Course 1 is ineligible to enroll in Course 5. If a student completes part of Course 1 and withdraws voluntarily, he may (subject to current ECI enrollment policy) have his application for Course 5 approved, but he must pass the entire course with an overall average of 70 or higher before he will be awarded a diploma.



Coexistence? . . .

From a report on Soviet espionage prepared by the FBI in May 1960: "Today, the rallying cry of world communism is 'peaceful coexistence.' However, on May 5, 1960, Premier Khrushchev, addressing the Supreme Soviet in Moscow, paid tribute to V. I. Lenin and stated 'The Soviet people are proud to know that the cause of our great leader and teacher lives and triumphs and that Lenin's dreams are being translated into reality by hundreds and millions of people—builders of socialism and communism—and that Lenin's cause is winning all upright men on earth.' Referring to the triumph of the ideas of Marx, Engels, and Lenin, Khrushchev

The urgency of our developing a military capability to operate maneuverable piloted aerospacecraft hundreds of miles from our planet is clearly evident when we consider the situation that might develop if a hostile nation achieves this goal first. Then would come the question: Will the hostile nation possessing the most advanced aerospacecraft—capable of approaching the orbits and intercepting most artificial satellites and other craft—permit other nations to carry on all kinds of research and development work in aerospace?

went on to reaffirm 'Marxist-Leninist ideas' as the guide to the ultimate triumph of world communism.

"Thus, the fact remains that the basic principles of Marxist-Leninist philosophy, demanding the use of force and violence, represent the guides for communism to achieve world conquest. The extensive espionage activities directed against the United States which, in the past, have utilized Communists and Communist sympathizers in this country as well as other individuals who could be subverted can be better understood when regarded as essential tools in the relentless and fanatical drive of communism to conquer the world."

J. Stalin expressed Soviet and Free World relationships this way in his *Problems of Leninism*:

"We are living, says Lenin, not

"There is no doubt that the first systems of scientific and military significance will lead to manned space flight. Certainly, in the military sphere, man appears to provide great advantages in reliability and in the human ability to adjust to situations. Although the ballistic missile appears to have slowed the training rates of new pilots for the Air Force, the on-coming manned space requirements may well reverse the trend in the future."—Brig. Gen. Richard D. Curtin, Director, Office of Missile and Satellite Systems, Hq USAF

merely in a state, but in a system of states and the existence of the Soviet Republic side by side with imperialist states for a long time is unthinkable. One or the other must triumph in the end. And before that end supervenes, a series of frightful collisions between the Soviet Republic and the bourgeois states will be inevitable."

Said V. I. Lenin: "But as soon as we are strong enough to defeat capitalism as a whole, we shall immediately take it by the scruff of the neck."

And again Joseph Stalin: "Who will conquer whom? That is the whole question. . . The world is divided into two camps—the capitalist camp, headed by Anglo-American capital, and the socialist camp, headed by the Soviet

Report on USAF . . .

The September issue of *Air Force Space Digest* entitled "The Air Force Almanac, 1960" makes worth-while reading for all Air Force members whether Active or Reserve.

As has been true of all August or September issues of the Air Force Association's magazine since 1951, this is the largest issue of the year. The 1960 Air Force Almanac issue leads off with a presentation by the Chief of Staff, USAF's ten highest priority requirements and includes reports by major commanders on all the major commands. Portrait-charts and tables show top Force leaders by title worldwide; major active U. S. bases are spotted on a map and overseas installations are listed. Photos of aircraft and missiles are shown alongside detailed facts on each. A page of weapon system designations critically summarizes information not generally known about Air Force projects.

Strategic Missiles . . .

Today Strategic Ballistic Missiles would carry a relatively minor percentage of the total warheads that would be delivered by the U. S. against an aggressor. Aircraft would carry the vast majority. This will be true for a longer period than most people realize.

The *Atlas* ICBM program calls for 12 squadrons. The last six squadrons to be completed will have 12 missiles each on launchers instead of the previously planned nine. A number of *Atlases* are now operational at Vandenberg and Warren AFBs. Squadrons to be ready by 1961.

In a "Ballistic Missiles History" published in the Congressional Record for September, Representative Leslie Arends of Illinois presented a study in which it is stated that our first nuclear submarine with its 16 *Polaris* missiles "will probably become fully operational in late 1960 and the remainder will follow in 3- or 4-month intervals."

When evaluating our strategic missile strength one must consider the quantity of missiles actually operational in the year of a particular year.

Union. The international situation, therefore, will be more and more determined by the correspondence of forces between these two camps. . ."

And Nikita S. Khrushchev: "Whether you like it or not, history is on our side. We will bury you!"

It is clear that when the Communists say "peaceful coexistence" they actually mean "protracted conflict."

Fallout Shelters . . .

According to a survey, 71 per cent of Americans would favor a law requiring communities to build public fallout, or bomb shelters. Thirty-eight per cent are interested in a family fallout shelter costing as much as \$500. Half of those interviewed indicated no interest, with 12 per cent having no opinion on family fallout shelters.

Policy Guide . . .

Gen. Nathan F. Twining, recently chairman of the Joint Chiefs of Staff, who retired in September after 44 years of distinguished service to the Air Force and Nation, made a statement recently that should serve as a policy guide long after he has left the top councils of government. He said:

"It is my serious conviction that the Free World cannot survive on the basis of being first in a worldwide popularity contest. If the West should ever be foolish enough to agree to the Soviet general and complete disarmament plan or any of the several Soviet partial disarmament proposals without insisting on prior agreement on adequate controls, inspections, and enforcements, we would be sounding the Free World death knell. In the first place we would be accepting psychological defeat, and in a basic strategic sense, by admitting that we no longer had the *moral courage or desire required for survival*. Secondly, the resultant successes of their ideological, economic and military offensives would permit the Soviets to replace our defensive strategy of containment with theirs of aggressive expansion. In short, we would be ripe, psychologically and militarily, for Soviet blackmail or attack. Accordingly, we must never lose sight of two important considerations in this connection.

- First, we must negotiate only from strength. We should insure that we negotiate from superiority—equality is not enough. We cannot permit ill-advised pressures for appeasement to reduce our defense efforts. You may be sure the Sino-Soviet Bloc is accelerating its build-up of decisive economic and military power.
- Secondly, we should not be cajoled by the Soviets or anyone else into international agreements that are not clearly in the national interest of ourselves and our Allies."

Missile Threat . . .

The facts on the Soviet submarine-launched missile threat are of great interest to the Air Force because the three lateral functions for which it is responsible are in this general area. (To predict enemy sea power through air operations; to conduct antisubmarine warfare and to protect shipping; and to conduct aerial mine-laying operations.) The Air Force is, of course, one of the primary agencies of the Navy.

Improvement of the Nation's defenses against enemy missile-launching submarines is vital to the Air Force's successful performance of its primary function of providing forces "to gain and maintain general air supremacy."

Aerospace defense and survivability of our strategic aerospace forces are dependent upon the ability to cope with enemy aerospace strike forces using any avenue of attack.

Moreover, enemy hunter-killer submarines are a threat to that part of the Nation's strategic force that will be represented by the submarine-based *Polaris* missile system. Selection of enemy targets to be assigned to missiles in this system must take into account the dependability of submarines to survive enemy submarine and other action.

ASW is Navy's number-one priority problem, according to a comprehensive 3-volume report on the Nation's anti-submarine warfare program as reviewed in the August Armed Forces Management. Based on over a year's study, it urges, among a number of recommendations, establishment of an antisubmarine information center as soon as possible to eliminate repetitious work in both Navy and industry.

Aerospace Rapport . . .

What could be a more mobile strategic weapon system—more maneuverable and fast moving—than a strategic bomber armed with long-range ballistic missiles? . . . The Air Force 1000-mile-range *Skybolt* air-launched ballistic missile (ALBM) will provide this capability in 1964 . . . Already the air-breathing *Hound Dog* GAM-77 air-to-surface missile with a range of over 500 miles is mounted in pairs on a number of B-52 heavy bombers in SAC . . . The Air Force *Minuteman* ICBM will begin to go into hardened underground sites and on mobile railway launchers in quantity in 1962 and 1963 . . . The first operational squadron of the *Titan* ICBM will enter the Air Force inventory in 1961. The authorized 14 squadrons of *Titans* are expected to be combat ready by early 1964—each with nine missiles in underground positions and one in spare . . . In its booklet, *LIVE*, presenting three plans for its staff members and families to use in preparing themselves for survival in a nuclear attack, the Stanford Research Institute gives details on use of (1) a home shelter (2) the Institute's own large basement or (3) evacuation from the Menlo Park, California area . . . Survival plans in the SRI booklet do not provide for bacteriological and gas hazards. Bacteriological and gas warfare have severe logistical limitations and would be useful primarily for tactical purposes, says the booklet, adding: "They are particularly impractical for use against U. S. retaliatory bases, since they would not become effective immediately and would fail to prevent retaliation.

Future Air Force

"The manned aircraft with the ability to seek out and destroy mobile and hidden targets—to reconnoiter the battle zone—and to conduct residual or clean-up strike operations will clearly be required for the foreseeable future. In addition, the ability of strategic aircraft, armed with ballistic missiles to roam the skies, will permit us to hide powerful and quick-reacting striking forces in the air itself. Such a capability will be further enhanced by use of an aircraft especially developed to remain airborne for long periods, and research efforts relating to such aircraft are under way.

"Our future Air Force must have sizeable numbers of very high-performance aircraft for both strategic and tactical missions. The B-70 admirably meets our needs for a high-performance strategic aircraft during this decade and beyond. To meet our tactical needs, we plan to have a STOL or short-take-off and landing tactical fighter in the operational forces by the mid-60s....

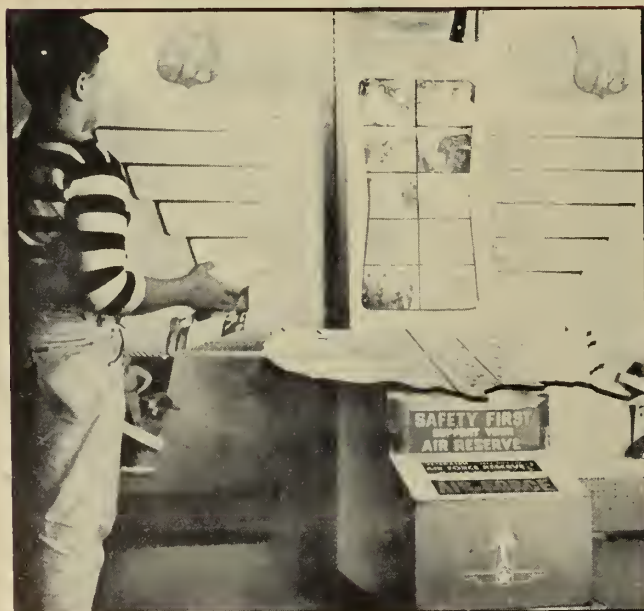
"Dyna-Soar, a manned, hybrid vehicle which offers an enormous potential for future maneuverable capability in space and the atmosphere...will be boosted above the atmosphere by a modified ballistic missile. We plan to begin flights with this vehicle within the next three years."—LT. GEN. ROSCOE C. WILSON, Deputy Chief of Staff, Development, Hq USAF





Nurses and medical technicians of 42d Casualty Staging Squadron tend a wounded soldier during the unit's special operation held last August at Travis AFB, California. The operation was part of the 42d Squadron's annual two-week summer training period at Travis.

RESERVE CAMERA



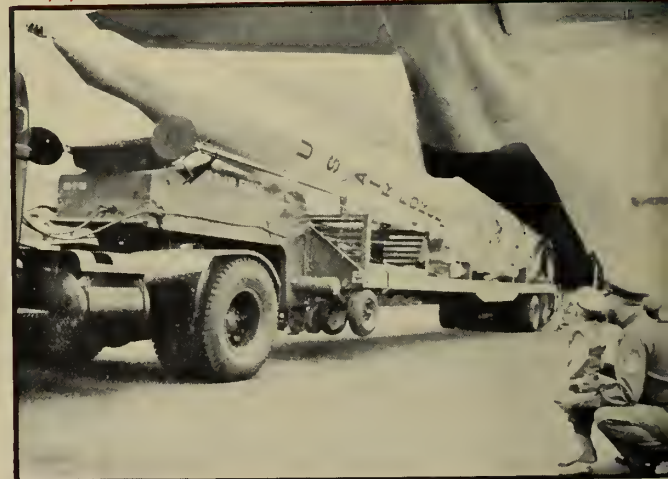
Youthful onlooker gazes at 9736th ARSg booth at Nebraska State Fair. Air Reservists of the Lincoln, Nebr., based unit manned display daily and also operated a small movie theater showing AF films. The fair attracted record breaking crowd of 332,500 visitors this year.



Turning back the clock, Pilot Ed (Skeeter) Carlson, 116th FIW, ANG, stands near a Waco 10 at Spokane (Wash.) open house ceremonies. Carlson trails F-104 on speed run over ANG runway and averaged 'phenomenal' 70 miles per hour. He served with Spokane's 116th FIW during recent Korean conflict.



Air Reservists of 9406th ARSg, Walla Walla, Wash., sponsored this model of an Atlas manned Space Station in Southeastern Washington fair held at Walla Walla recently. Property of Convair, the unique exhibit proved to be a popular attraction for estimated 25,000 visitors who attended the event.



Air Force Minuteman missile destined for display at Long Island's Science and Industry Exposition thrills three-year-old Joey Parks, son of Master Sergeant Charles E. Parks, Mitchel AFB, N. Y. Missile was flown to Mitchel for the October 8th opening of the exposition at nearby Roosevelt Raceway.

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OF WORCESTER

Ref.

THE AIR

Reservist

WATERSHED PROPER



DECEMBER 1960

Worcester Modus Operandi

page 8



150' X 3750'

150' X 5500'

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"Quote..."

"Battles are fought by military forces. Wars are won only through the defeat of one military force by another. The Air Force is extremely fortunate to have Reserve Forces which have demonstrated their capability to assume and perform their share of the total aerospace mission. Because of the high operational readiness of the Air National Guard and Air Force Reserve, we have been placing increased reliance on these forces to supply conventional weapon capability and to furnish much of the capability in support of tactical operations which is a part of total deterrent power, just as the strike force is a part of total deterrent power."

HONORABLE JOSEPH V. CHARYK
Under Secretary of the Air Force

THE AIR Reservist

Vol. XII—No. 10

AIR FORCE RESERVE AIR NATIONAL GUARD
CIVIL AIR PATROL



DECEMBER 1960

Lt. Gen. William E. Hall
Commander, Continental Air Command

Col. Richard P. Haney
Chief, Office of Information, CONAC

EDITOR
Fred E. Giachino

ASSOCIATE EDITOR STAFF WRITER
Earl E. Lane TSgt David L. Sutherland

The Air Reservist is an official publication of Continental Air Command approved by the Secretary of the Air Force in accordance with Section 278, Title 10, U. S. Code. This section requires the dissemination of complete and up-to-date information of interest to the Air Reserve Forces.

Editorial Office: The AIR RESERVIST
OI, CONAC, Mitchel AFB, NY

The material contained in The Air Reservist is listed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by Hq. USAF.



WILLIAM P. WRIGHT, JR.
deputy for Reserve and AFROTC Affairs, was awarded the Air Force Commendation Medal November 28 for meritorious service as commander of New York City's 9065th Air Reserve Group for the period September 1, 1959 to June 30, 1960. An Air Force Reserve

colonel and former member of the Air Reserve Forces Policy Committee, Mr. Wright replaced Mr. Benjamin W. Fridman last June as deputy for Reserve and AFROTC Affairs. Lewis S. Thompson, special assistant for Manpower, Personnel and Reserve Forces. A former vice president of J. Walter Thompson Company, New York, Mr. Wright's extensive military background began in the early 1930s with the ROTC at Princeton University, where he was graduated in 1933 and commissioned a second lieutenant.



LT. COL. EDGAR PEWITT
a civilian employee of the Soil Conservation Service, is commander of the 9170th Air Force Reserve Group, 2683d AResC, Dallas, Texas. From this dual vantage point, the colonel has promoted brisk relations with important agricultural groups in the Dallas area which have provided

of benefit to the Air Force Reserve program. In addition while group information officer of the 9170th, he established close and profitable contacts with various news media in Dallas. Col. Pewitt organized the 9170th Information Flight and helped spearhead the locally successful Falcon fund drive

MSGT JACK L. BADGLEY, AFRes, printing specialist for the 9902d Air Reserve Squadron, 2689th AResC, Atlanta, Ga., prints the award winning "Georgia Air Affairs," the center's monthly newspaper. He runs off 1,500 copies of the eight-pager in his garage, for point credit only, on his own offset printing press. He is personally credited by his peers with exceptional reproduction work which has contributed directly to the newspaper's selection as the best in its class in CONAC for the last two years. Regularly employed by a Macon printing firm, Sergeant Badgley is a senior NCO in his AResC training class and flight commander. He was one of the first Reservists to join when the unit was organized in 1947.





GREETINGS

Once again, it is my pleasure to extend most cordial Season's Greetings to all members of the Air Reserve Forces and the Civil Air Patrol and their families. I believe that the closer alignment of these components with the active Air Force during the past year is a vital and practical development toward insuring national survival.

This coming year will see the implementation of these new ideas and plans designed to place ever greater responsibility on the Air Reserve Forces and the Civil Air Patrol in defense of America and the free world. All of us must do all we can to insure that these plans will be successful. With this resolution for the New Year, I wish you good health and prosperity for this and the Holidays to come.

WILLIAM E. HALL
Lieutenant General, USAF
Commander, Continental Air Command

This Holiday Season marks the close of a most eventful and successful year for the Air Reserve Forces.

In these times our best guarantee of security rests in the ability of our Armed Forces to prevent the outbreak of war. Members of the Air Reserve Forces can be proud that our individual and collective efforts to improve operational readiness have contributed in substantial measure to the nation's aerospace power for peace.

My staff in the National Guard Bureau joins me in extending best wishes to all Air Guardsmen and Air Force Reservists for a Merry Christmas and continued progress in the New Year.

WINSTON P. WILSON
Major General, USAF
Asst. Chief, NGB, Air

... PLANS & POLICY

SPACE CAPSULE RECOVERY MISSION has been assigned to the Air Force Reserve's 434th TCW at Bakalar AFB, Indiana. Selection of the 434th was the first result of an Air Force decision to use the capabilities of its Reserve Forces in the space program. The 434th is commanded by Brig. Gen. John O. Bradshaw, with two squadrons at Bakalar AFB and one at Scott AFB, Illinois. The wing will retain its present troop carrier role with a wartime assignment to TAC and will have capsule recovery as an additional mission. The three 434th squadrons which fly C-119s will have three or four specially equipped C-119s to be used when the space program includes recovery of capsules over land masses. Training of selected Air Force Reserve aircrews is scheduled for early January in Hawaii. Remaining crews will be trained at the home stations of the AF Reserve troop carrier squadrons.

DIRECT COMMISSIONS are now open to 75 Reserve airmen under the 1961 Outstanding Reserve Airman Appointment Program. A limited quota and large appointment potential prevent the granting of any waivers under this program. Application cut-off date is January 1, 1961 when completed applications must reach the Air Reserve Records Center. Appointments will be made through the grade of captain. All Ready Reserve airmen not on extended active duty are eligible to apply if they meet the following qualifications:

- Have not reached their 40th birthday as of July 1, 1961.
- Meet the moral, citizenship and physical standards established in paragraphs 9, 10 and 11 of AFM 36-5, 1 July 1955, as amended.

- Do not have an obligation as defined under the Universal Military Training and Service Act to serve on active duty. Only those individuals who are exempt from induction (have served 12 consecutive months on active duty) are eligible for appointment under this program. An individual serving in the Air Force Reserve in a draft deferred status is not exempt from induction and consequently is not eligible

for appointment. Individuals enlisted under AFR 45-33 (or other nonprior service programs) who have not served 12 consecutive months on active duty are also ineligible.

- Are assigned to and actively participating in Reserve Training in a Ready Reserve unit or Mobilization Position at time of application.

- Possess an Availability Classification Code of AA in accordance with AFR 45-17.

- Agree in writing to meet training requirements of the Ready Reserve program element to which assigned, if appointed, and to remain assigned to that program element for a period of three years.

- Have attained an Officer Quality Stanine Score of 5 or higher on the AFOQT, for all grades. (Passing AFOQT scores attained by applicants during the previous 12 months will be used.)

- Are within the following age-grade table for appointment to the specific grade: Second Lieutenant — 18 but less than 28; First Lieutenant — 28 but less than 34; Captain — 34 but less than 40.

Appointments under this program will not be made on the basis of education or qualification in any specialty. Such airmen possessing professional qualifications for appointment as judge advocate officers, chaplains or chaplain candidates, physicians, dentists, veterinarians and nurses have appointment opportunities established in other procurement objectives.

Applications may be made to the unit of assignment, through channels, in accordance with CONAC Letter 45-6, subject: "Commissioning of Reserve Airmen — Procurement Objective," 7 November 1960.

see PLANS & POLICY page 4

NUMEROUS ADDRESS CHANGES still are being directed to *The Air Reservist* magazine instead of the Air Reserve Records Center, 3800 York Street, Denver 5, Colorado. All changes received are sent to Denver where rosters and magazine labels are prepared on the RCA 501 computer. Save time, send direct.

Q. Will officers who are subject to mandatory separation for maximum service be notified from the ARRC?

A. A letter is written to the Reservist several months before his mandatory separation date. If a Reservist or his unit of assignment has not received notification three months prior to the date on which maximum service will be attained the unit should advise the Air Reserve Records Center, Attn: Retirements Branch.

Q. I presently hold an appointment as Warrant Officer, AFRes. May I make application to the custodian of my master personnel record for conversion of my present Superintendent Air Force Specialty Code to an officer's specialty?

A. No. Appropriate conversion of Warrant Officer's AFSCs will be accomplished by the custodian of your records.

AIR MAIL



Q. I am a lieutenant colonel with 22 years satisfactory service for retirement under Sec 1331, Title 10, USC, and intend to request transfer to the Retired Reserve Section. If I am on a recommended list for promotion will I be placed on the Reserve Retired List in the grade for which I have been recommended?

A. PL 86-559, 30 June 1960, provides that officers on a recommended list will be transferred in the higher grade in those cases where separation from active status is mandatory because of physical disability, completion of total service or maximum age. If you are not in one of these categories you would not be eligible for the higher grade.

Q. I am a Reserve officer in grade of lieutenant colonel serving on active duty with the regular Air Force as a Master Sergeant. I have over 28 years commissioned service and have been notified that I must transfer to the Retired Reserve Section or be discharged. How will this affect my current status?

A. Transfer to the Retired Reserve or discharge from your commission will in no way affect your enlisted status. If you have over 10 years active duty as an officer and intend to apply for retirement under Section 8911, Title 10, USC, it will be necessary for you to retain your commission by transfer to the Retired Reserve Section.

Q. I am a former Air Force Reserve officer who enlisted to complete service required for retired pay. Will I be eligible to retire whenever I earn sufficient service? The date will not coincide with my ETS or with the end of my retirement year.

A. In order to receive credit for a portion of a year a Reservist must request assignment to ISLRS, allowing time for publication of orders prior to effective date; he must have earned a proportionate part of the required 50 points. He will be eligible for placement on the USAF Retired List and/or the USAF Reserve Retired List on the last day of the month on which he completes the requirements for retired pay.

■ PLANS & POLICY from page 3

TRANS-ATLANTIC FERRYING of more than 40 Fairchild C-119 *Flying Boxcars* from Dreux AB, France to Mitchel AFB, N. Y., by Air Force Reserve crews will start in January, 1961. Currently, the Air Force Reserve's standard troop carrier transport, the C-119s are surplus to USAF needs and after their stateside return will be farmed out to CONAC's 15 troop carrier wings scattered throughout the U. S. The decision to give the Air Reserve crews the Atlantic ferrying responsibility supports the Air Force policy of deriving productive peacetime benefit from the training of its Air Reserve Forces. Air Force Reserve troop carrier crews are required to develop and maintain proficiency in performing over-water-missions.

The estimated 250 Air Force Reservists involved in the ferrying mission will be called to active duty for approximately two weeks. Nine AF Reserve C-119s will be used for periodic flights to transport crews from Mitchel to Dreux.

ANG CONVERSION PLANS in the next two years will shift 17 Air National Guard squadrons into new transport, tanker and aeromedical evacuation type roles. Six squadrons will convert to global transport, four to air refueling and four to aeromedical missions. The 17 squadrons currently have defense, tactical reconnaissance and tactical fighter functions.

According to Maj. Gen. Winston P. Wilson, deputy chief of the National Guard Bureau, the conversions are being made in response to the Air Force's changing requirements for essential functions which can be handled by the ANG. The conversions, however, will not affect the over-all structure of the Air Guard, which now has 24 wings and 92 flying squadrons. When the transfers are completed, the Air Guard will have 15 long range air transport squadrons, nine aeromedical evacuation units, 26 air defense squadrons, 21 tactical fighter squadrons, 12 tactical fighter squadrons, 12 tactical reconnaissance units, four special troop carrier units, one light transport squadron in Alaska, and four tanker squadrons.

DISPERSAL AND RECOVERY PLANS for combat aircraft were discussed by base engineers from ANG units throughout the country at the Pentagon last month. As time supervisors of maintenance and construction at 94 Air Guard flying bases, the conferees discussed shuttling active USAF aircraft to Air Guard bases and use of ANG facilities in time of war for recovery and restaging.

CONAC's 12th Anniversary

"It is indeed a pleasure to join with 70,000 members of Civil Air Patrol in congratulating Continental Air Command on its 12th Anniversary. December 1st is a date which we of Civil Air Patrol share mutually with CONAC—as CAP celebrates its 19th year of service to the nation. Civil Air Patrol is deeply appreciative of the tremendous support and guidance given us by CONAC—our parent command—this past year."

Stephen D. McElroy
Brig. Gen., USAF.
National Commander, CAP

POLICY COMMITTEE STREAMLINED...

"I feel this is a particularly critical year for the Air Reserve Forces, with new plans, new procedures, and new lines of responsibility affecting both the unit and individual programs of the Air Force Reserve and Air National Guard. I also believe it is a year of great opportunity for the Air Reserve Forces. Many matters of policy are sure to arise that will be referred to this committee for your recommendations. It should be one of the most interesting years in the history of the Air Reserve Forces."

So spoke Mr. William P. Wright, Jr., deputy for Reserve and ROTC Affairs, Office of the Secretary of the Air Force, as he discussed important revisions to Air Force Regulation 45-9 before the 31st meeting of the Air Reserve Forces Policy Committee, held at the Pentagon on October 31.

Mr. Wright pointed out that under the revised regulation local policy committees are to be established at the major commands concerned with Air Reserve Forces activities. He also indicated that the regulation encourages units and individuals of the Air Reserve Forces to submit recommendations for new policies and changes in existing policies.

In a preface to Mr. Wright's remarks, the Honorable Joseph V. Charyk, under secretary of the Air Force, said: "We look upon the Reserve Forces and the Guard and the active Air Force, as being essential legs in a tripod that represents our total capability; and it is important to produce the strongest line in marriage between these three elements. I think it is important, therefore, to have frequent occasion for close relationship between members from these three elements of our capability."

In addition to giving larger voice to individuals and units of the Air Reserve Forces in formulating policies the revised AFR 45-9 highlights several important changes in the formation of policy committees to conform with the Revised Management Plan for the Air Reserve Forces.

Under the old system, three main policy committees were responsible for submitting recommendations for changes in policies and procedures to the Secretary of the Air Force.

The new system retains the same general responsibilities, except that a more realistic committee setup has been established. The committees have been increased to seven.

- Air Reserve Forces Policy Committee.
- Air National Guard Policy Committee.
- Air Force Reserve Policy Committee.
- Major Air Command Reserve Forces Policy Committees (Tactical Air Command, Air Defense Command, Military Air Transport Service and Continental Air Command).

The key factor in the decision to realign the policy committee structure has been to permit each agency operating within

In view of the stature of the Air Reserve Forces Policy Committee as emphasized by the Secretary of the Air Force, it is urged that individual leaders of the Air Reserve Forces and those representing the Reserve Forces make full utilization of this highly important committee in developing policy, programs and missions for the Air Reserve Forces compatible with the missions of the U.S. Air Force.

the framework of the Air Reserve Forces to submit recommendations pertinent to their individual areas. For example, the Air Force Reserve and Air National Guard will continue to function with separate committees which speak for their respective organizations. However, since certain major air commands now are playing a more direct role in the supervision of training and inspection in various elements of the Reserve and Air Guard, it is appropriate that a committee be formed to serve as spokesman for each of the commands.

Composition of three major command committees (TAC, ADC, and MATS) will consist each of six members of the Air National Guard, with two alternates, and six members of the Air Force Reserve, with two alternates. Of significance is the fact that at least one member of each committee shall be an airman of the respective Reserve component. All members will not be on extended active duty. In addition, these committees will consist of six Regular Air Force officers and two alternates. They will be members of Air National Guard and Air Force Reserve Policy Committees.

The Major Command Air Reserve Forces Policy Committee of Continental Air Command will consist of six members of the Air Force Reserve not on extended active duty and two alternates. At least one member shall be an airman of the Air Force Reserve.

Reserve component membership of the Major Air Command Air Reserve Forces Policy Committees will be selected from units and individuals under the training supervision of the respective major command. The major command committees are the official channels of communication. Units and individuals represented by one of these committees will submit recommendations through channels to the appropriate committee. Major commands may establish subordinate committees based on requirements; however, such committees will be within the resources of the major command.

RESOLUTION BOX SCORE

Of the 14 agenda items presented at the 31st meeting of the Air Reserve Forces Policy Committee on October 31st, five were approved, four were amended and required further action, and five were disapproved. In addition to the approval of AFR 45-9 covering reorganization of the Air Reserve Forces Policy Committees, the following are the most pertinent of the approved resolutions:

- Initial appointments to be authorized in the Medical Service Corps without the requirement of concurrent extended active duty for personnel not subject to induction under the Universal Military Training Service Act and who have met their military obligation previously.
- Reserve Forces uniform clothing system to be converted from issue to kind to commutation.

BASE SUPPORT UNITS...

The objective of the Revised Management Plan for the Air Reserve Forces is to bring the Reserve into closer alignment with the Regulars, thereby minimizing serious time lags on M-Day. The Base Support Unit Program is a vital phase of the plan designed to insure the M-Day capabilities of Regular Air Force bases.

OUTLOOK:

On September 1, 1960 six Air Force Reserve Base Support Groups, and assigned squadrons, were organized at selected long-term Air Force bases. They will undergo a test period until July 1, 1961 to determine effectiveness and resolve problem areas with a view to expanding the program. This phase of the plan to place the Air Reserve Forces on a footing consonant with the aerospace age calls for new thinking. No longer are Reserves to be considered *standby*, they now are *augmentation forces* designed to mobilize simultaneously with the Regular Establishment.

... base support mission.

It must be presumed that in a major conflict many Air Force bases will suffer damage. It follows that the reconstruction of facilities and the recovery of combat capability will be of first priority. To insure a greater capability for damage repair and replacement of permanent party personnel, a well trained augmentation force must be made available when it is needed.

... Reservists to fill the need.

Many of the tasks required by Air Force bases on M-Day do not require people to be in position on a full-time basis during peacetime. A well trained, spare time force can serve this purpose admirably. For this reason selected Air Force Reservists who are proficient in required skills may be used as an augmenting force. An additional criteria is that Reserve personnel must live within a day's travel time by surface transportation of the base concerned.

... manning the unit.

The determining factor in establishing a base support unit is to achieve a Unit Manning Document modeled after the UMD of the air base group which it will augment. This UMD will be sufficiently flexible to satisfy the augmentation requirements of the base concerned and, at the same time, take into consideration the available Reserve personnel re-

BASE SUPPORT UNIT MANNING*

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sources of the area. A fully implemented unit will consist of a base support group and such squadrons as are necessary to perform the required duties. These Reserve units are to be established as Category "A" non-flying units. When fully operational, the program will phase in Reserve base support groups at active Air Force bases throughout the United States. Initially, they will be manned with Reserve personnel presently in the Individual Program.

... logistical support.

Sufficient funds, training spaces and other resources will be made available for the support of these units. Local logistical support will be provided from the resources and equipment available at the base concerned. Personnel procurement will be the responsibility of the base support group. The recruiting program will include the conduct of a community relations and public information program to increase public awareness and support of the base support mission.

... training responsibility.

Base support units will develop a training program aimed at promoting the greatest capability of the unit and its individuals to perform the functions required by the parent base on M-Day. An objective of the training program will be to generate individual awareness of the unit's mission and provide cross-training wherever possible to insure that the mission is not jeopardized by missing members.

... test phase inaugurates program.

Six Air Force Reserve base support groups were activated on September 1, 1960 (see box). They will be retained in a test status until June 30, 1961. During this trial period,

Hq CONAC will be responsible for command, administration, budgetary, personnel and logistical support of assigned base support units, with the cooperation and assistance of the base commander concerned. At such time as units achieve an effective manning and operational capability, the gaining commands will assume responsibility for supervision of training and inspection of assigned units. Each Air Force Reserve Region and Sector will exercise command jurisdiction over base support units.

... training opportunities.

Air Force Reserve base support units will be established in such a manner as to reflect the needs of the individual bases concerned. Consequently, the authorized personnel strength figures will vary with each unit. In addition, skill categories and grades will also vary, and what holds for a unit in one location will not necessarily hold in another. For this reason, the box depicting functional areas and appropriate AFSCs applies to the base support unit program as it will be fully implemented, not as individual units. Because space would not permit a breakdown of grades and AFSCs by units, this presentation is used to describe functional areas and the skills to be used from the standpoint of assignment potential and job opportunity. Air Force Reservists who seek positions in base support units are advised that the AFSC and functional area in which they are qualified may not always be available in the units nearest them. To avoid disappointment, Reservists should make personal inquiry with the commanders of these units to determine exact manning requirements and training opportunities.

Training schedules for these units will be developed in coordination with the respective base commanders. At pre-arranged intervals as directed by Hq CONAC and in conjunction with the base commander, capability tests will be conducted.

Administrative 90650
 Education 7524, 70250, 75150, 75170
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 Operations 2334, 23250
 and Programming 1416A
 and Distribution 70250
 Station Forms Management 70250, 70270
 Element and Production 6524, 6624, 65150, 65170.

70250
 Professional Services 9326, 9366, 9386, 9416, 9754, 90250, 90252, 90350, 90372, 90450B, 90470B, 90550, 90570
 Railroad Rolling Stock Operations 60450
 Real Estate Management 5516, 5524, 5544, 45131, 64750, 64670, 70250
 Recreation 6444, 7344, 47151, 55250, 62470, 64650, 70250, 74130, 74131, 74150, 74151, 74170
 Reserve Personnel 7224, 7316, 7324, 67170, 70250, 70270, 73250, 73270
 Salvage and Disposal 6424, 64770
 Sanitation Custodial and Miscellaneous Services 56330, 60330
 Security 7724, 70250, 70270, 77150, 77170
 Shop Production Control 45170
 Small Arms 75330
 Stat Services 6816, 6834, 6854, 67170, 68150, 68170, 68550, 68550A, 68570A, 68550B, 68570, 68570A, 68570B, 68750, 68770, 68770A, 70250
 Supply 6416, 6424, 64630, 64650, 64670, 64730, 64750
 Supply Administration 6416, 6424, 64550, 64570, 64771
 Supply Staff 6416, 6424, 64570, 64650, 64670, 64770, 70250
 Synthetic Trainer Operations 1055B, 34151A, 34151B, 34250F, 34250G, 34270F, 70250
 Synthetic Trainer Maintenance 34171
 Telephone Maintenance 36150, 36151, 36152, 36250, 36251, 36270, 36330B
 Telephone Operations 3034, 29150, 29170, 36131, 36152, 36251, 70250
 Teletype Maintenance 36350B
 Teletype Operations 29150, 29170
 Terminal Services 60350
 Traffic Management 6016, 6034, 60152, 60170, 60231, 60250, 60251, 60252, 60270, 60370, 64750, 65150, 70250

Training Aids and Graphics 22351, 22371
 Transportation 6016, 70270
 Unit Administration 7024, 7324, 70250, 73170, 73250
 Unit Supply 6424, 64650, 64670, 64770
 Utility Operations 5554, 42153, 56150, 56170, 56330, 56350, 56370, 56450, 56470, 56530, 56550, 56570, 56630A, 56650, 56650A, 56670, 56670A, 56750, 56750A, 56751A, 56850, 56870, 56890
 Warehouse 6424, 46131, 46150, 55250, 64550, 64750, 64770, 64790
 *Functions and job requirements will vary with each unit. This listing shows functional areas and AFSC's which will be utilized throughout the Base Support Program without regard to grades, numbers or unit assignment.

BASE SUPPORT GROUP LOCATION AND MANNING AUTHORIZATION* (TEST UNITS)

8401st AF Reserve Base Support Group
 Wright-Patterson AFB, Ohio 23 officers—84 airmen
 8602d AF Reserve Base Support Group
 Richards-Gebaur AFB, Missouri 84 officers—184 airmen
 8669th AF Reserve Base Support Group
 Travis AFB, California 82 officers—556 airmen
 8535th AF Reserve Base Support Group
 Randolph AFB, Texas 10 officers—113 airmen
 8468th AF Reserve Base Support Group
 Sewart AFB, Tennessee 53 officers—274 airmen
 8334th AF Reserve Base Support Group
 Westover AFB, Massachusetts 75 officers—562 airmen
 *Upon reaching 75-percent of authorized manning, Hq CONAC will initiate action to obtain additional authorizations.

Worcester Modus Operandi

The success of the Air Force Reserve Recovery Program will depend on modus operandi — the way it's done — as much as any other factor. With a non-existent allowance list for supplies and equipment, and a tough manning document to fill, the emphasis is on ingenuity and action.

FOCAL POINT:

Enthusiasm alone will not move a mountain, but it will inspire a great deal of imagination to get the job done. It will consist of things, big and small, such as the "go away" kit demonstrated on the cover of this issue by Maj. John C. Collins, commander of the 9000th Air Force Reserve Recovery Squadron, Worcester, Mass., and the operational overlay map shown at his back. Fast action on M-Day is the key, not only at Worcester, but at Recovery Unit at Wyoming, Pa.; Louisville, Ky.; Columbia, S.C.; New Orleans, La.; Des Moines, Ia.; and Salt Lake City, Utah.

For example, when the first unit training for the 8301st Recovery Group, and its assigned 9000th Squadron, kicked off at Worcester on October 8, there was an air of keen expectancy among the gathered Reservists who numbered some 140 strong. Rumors had been flying for months, but what the troops did not know was that almost a thousand man-hours had been expended at the staff level in preparation for the day. It has been a gamble, a hope and supposition that Air Force Reservists in the Worcester area would be in the vanguard of test units to the Recovery Program. The gamble paid off and the reaction was beyond all expectations.

... maximum with the minimum.

The first hard fact was that the Recovery Program involved a maximum of effort with a minimum of Air Force logistic support. If the outfit was going to carry out its mission, it would be up to the Worcester Reservists to do the job. In reality, this was an overstatement of the problem because the permanent party Air Force personnel, headed by Lt. Col. Thomas J. McGrath, the senior Air Force advisor, was already well into negotiations for a source of supply that could be tapped for the asking. It seems that the Boston Navy Yard was decommissioning two aircraft carriers and the Worcester Recovery unit wangled an official invitation to take whatever U. S. Navy impedimenta it found useful.

While this first foray into Navy territory reaped a harvest of telecommunications equipment, fire extinguishers, chains, ropes, chairs, tools and sundry items, the cupboard is hardly bare. In the very near future, the outfit plans a gala encore at the Navy Yard when a heavy cruiser hits the dust.

... the word went out.

The first meeting of the group began with a briefing of the overall mission of the unit. Considering events which transpired, ideas for additional sources of supply began popping up throughout the gathering. There were general nods of approval when Colonel Joseph T. Benedict (Col. Benedict is an M-Day assignee to the deputy chief of staff, Plans, Hq CONAC), CONAC coordinator to the group said:

"... You are no longer Reservists, you are part of the actual first team of the Air Force. There will be no orders issued when the time comes, those orders were issued when you joined this unit ... you became a member of the Regular Air Force Establishment ..."

In laying out the recovery program Colonel McGrath stressed the need for cross-training in every job and the short amount of time to get the program rolling:

"... We are going to get you people acquainted with the airport facilities. We are going to get you to start your inventory of the community resources. We are going to have it so everyone will know what the overall picture is in every section. A layout map of the airport showing what is available, how we would park aircraft and other anticipated problems will be prepared. It will be portrayed on a piece of acetate. We will expect you to know every phase so that when the one hundred and twenty day test period arrives we will be able to run an alert and see if some airman second class can get this thing off the ground."

... off to a good start.

The second training weekend started with all Reserve personnel reporting directly to their sections at Worcester Municipal Airport where efforts were directed towards each section becoming operationally ready. Capt. Frank Hirons, the group information officer, summed up the atmosphere when he said:

"Everybody was ahead of time, ready to get to work. Usually you'd see a bunch of guys hanging around the hallways. Now, during a training session the place looks empty. Everybody's got a project going in his section. To give an example, we needed an intercom system badly, but we didn't have the equipment. The fellows at the Communications Section dug up some speakers and wire and a few cigar boxes and rigged up a system. We call it the Cigar Box Network."

... practical session.

All over the airport things were going on. The Operations Section built a counter from material salvaged at Fort Devens and before long the shop was considered functional. An Aerodrome Officer was assigned on duty, a student operator was in the tower with FAA personnel monitoring traffic, and a ramp control was set up in an abandoned Ground Observer Corps control tower. Elsewhere, crash rescue crews were working out with the Airport Authority's fire equipment.

staff work goes on.

Meanwhile, a meeting of key group staff personnel was conducted to insure that each section was apprised of its responsibility in insuring that its portion of the Unit Mobilization Plan was tailor-made to meet the needs of the group. A survey of accomplishments in such a short time indicated that the Group Alert Plan was 95-percent complete. The Squadron Alert Plan was approximately 65-percent, and it was estimated the goal would soon be reached by the next meeting.

Surveying the materiel picture, it was revealed that the on-to-be-decommissioned-cruiser would yield important odds and ends such as bedding, dishes and additional firefighting equipment. The motor transportation problem was resolved when it was reported that all Reservists owning station wagons had agreed to make them available as needed in emergency. Official vehicles attached to the advisor staff could continue to be used to support immediate needs.

manning the unit.

Recruiting of personnel to man both group and squadron was 95-percent complete, with shortages being felt only in areas requiring particular skills. In other areas of recruiting there is no problem, except the long waiting list. Approximately 500 Air Force Reservists in the Worcester area have volunteered for 155 positions in both the group and squadron.

civilian cooperation.

The task of lining up equipment and facilities from civilian sources on M-Day took an interesting turn. The Worcester Fire Department's chief offered whole-hearted assistance since many of his firemen are members of the Recovery unit. He recognized the value of training his firemen in crash rescue work and made firefighting equipment at the airport available for training.

Another interesting sidelight of cooperation from civilian sources came to light when the subject of bulldozer equipment was broached. Arrangements were made with the Airport Authority to utilize snow removal equipment maintained in the field. In return, the Recovery Group offered to plow the runways whenever it snows during a training weekend.

coordination is the key.

Many of the ideas for civilian sources of assistance originate from within the unit. However, to avoid hassles, the ideas are submitted to the group Materiel Section for evaluation. If the green light is given to the idea, the originator goes ahead and sets up the project.

The Worcester area has always enjoyed a high participation rate in Reserve activities. Colonel McGrath sums up the effect of a Recovery Unit in that locale:

"Under the Individual Program we've been touch and go. The Reservists in this area have always wanted to participate, and it was a problem finding enough slots for them. With this new program, everybody's excited. At first, I thought it was because of the training pay—we're Category 'A', you know—but these people are working during the training weekends as well as week nights, whenever they're needed."

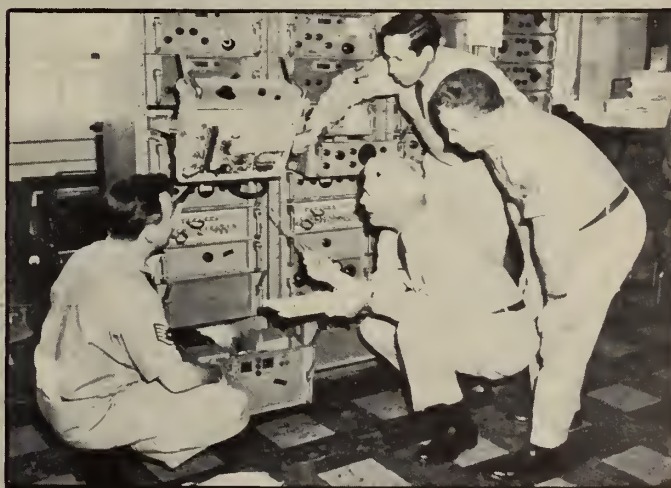
Can this enthusiasm be sustained? Both Colonel Benedict and Colonel McGrath aren't worried. There will be so much work getting things in shape, then refining the capabilities of the unit, that enthusiasm will be a self-sustaining thing.



Worcester Recovery Air Force Reservists discuss materiel problems and plans at recent staff meeting. Maj. James R. Grablewski points out supply sources to (l-r) Maj. Robert C. Salmonsens, Lt. Col. Laurence W. Murroy, Capt. Robert L. Leclair, and MSgt. Dimitri V. Metro.



MSgt. Robert F. McGaurty (r) demonstrates use of Worcester Fire Department's protective clothing to Recovery group's crash-rescue team. (l-r) SSgt. Charles R. Kulakusky, SSgt. Francis J. Crean, SSgt. Marlin E. Taylor, SSgt. Thomas D. Guilfayle, MSgt. James F. Troinor.



Receiving instructions in maintenance and use of former U.S. Navy equipment, now part of the communications network training capability of the 9000th Recovery Squadron, are (l-r) SSgt. Kenneth Duquette, Major James J. Noone, SSgt. Nygard and TSgt. Wallace.

OFFICERS PROMOTION CRITERIA..

The chart on this page describes basic requirements pertinent to the promotion of Air Force Reserve officers, however, there are other factors regulating officer promotion which cannot be depicted in graphic form, and which are worthy of explanation. The information contained here is based on appropriate sections of Title-10, U. S. Code, which pertain to Reserve officer promotion.

Active Status [Sections 8360 (a, c, & d) and 1005] — An officer must be in an active status to be eligible for promotion. Requirements for retention in an active status are prescribed in terms of a minimum number of earned points in a given 12-month period, plus such other standards and qualifications as the Secretary of the Air Force may prescribe. The Secretary has set this number at 15 earned points (exclusive of gratuitous points). The 12-month period will be the same as now prescribed for a year of satisfactory service under Title 10, U. S. Code. For the bulk of Reserve officers this period begins July 1. For officers appointed after July 1, 1949, and for those who are removed from an active status and who later return, the 12-month period begins on the anniversary of their appointment or return to an active status. A Reserve officer who again fails to attain these points will be transferred to the Retired Reserve if he applies and is qualified. Otherwise he will be transferred to the Inactive Status List, if qualified, or will be discharged. Any Reserve officer who has a remaining Reserve obligation, however, will be retained in an active status so that he may not escape that obligation by mere nonfeasance. At the end of his obligation, the action outlined above will be followed.

Overall Vacancy Promotion — Colonels [Section 8371] — Whenever there are a number of actual and anticipated vacancies in the grade of colonel in the Air Force Reserve, as determined by the Secretary of the Air Force, Hq USAF will furnish to a selection board a list of officers to be considered for promotion. This list will contain the names of those officers who meet the eligibility requirements for consideration as established by Hq USAF. An officer recommended for promotion under this section may be promoted only to fill a vacancy. For further reference see AFR 45-16.

Mandatory Consideration For Promotion [Section 8366 (a)] — Without regard to vacancies, each officer in an active status whose Reserve grade is first lieutenant, captain or major shall be considered for promotion to the next higher Reserve grade far enough in advance of the date on which he will complete the years service outlined on the chart. If recommended, he may be promoted effective on the date which he will complete that service. See AFR 45-16.

Mandatory Consideration for Second Lieutenants [Section 8365(a)] — By delegated authority, Air Reserve Records Center will appoint and convene boards on a quarterly basis to review the records of Air Force Reserve second lieutenants not on extended active duty before they complete three years promotion service. If selected for promotion, these officers will be promoted on the day they complete three years promotion service. See AFR 36-11.

Mobilization and Unit Vacancy Promotion [Section 8372] — An Air Force Reserve officer in the grade of first lieutenant, captain, major or lieutenant colonel who is assigned

Judging from the number of queries received at Hq CONAC, many Reservists are not clear on the promotion system. Areas of misunderstanding are explained for both officers and airmen in a two-part series on promotion criteria commencing with ROPA promotion for officers in this issue.

to any unit of the Air Force Reserve that is organized to serve as a unit, or is in a position to be filled by an officer with a mobilization assignment or designation, must meet the following qualifications:

- Be in an active status.
- Be specially qualified for and geographically available to fill vacancies as outlined above. Only the following officers meet this requirement: the incumbent of the unit vacancy or mobilization position for which selection is being made; if he is in a grade below that authorized for the vacancy and is otherwise qualified; or an officer of the same grade and the same locality who meets the special qualifications and eligibility requirements, and is assigned to the same program element as the unit in which the vacancy occurs. In the case of a vacancy in a unit organized to serve as such, the officer must be assigned to the organization. In the case of a vacancy in the Mobilization Assignment Reserve Section, the officer must be assigned to the same major air command in which the vacancy exists. In all cases, an officer must be recommended by his immediate commander for promotion.
- Not be on extended active duty. (An officer who has been recommended for promotion under this section, but who enters on extended active duty before being promoted to fill the vacancy for which he was recommended, will have his name removed from the recommended list.)

For further reference, see AFR 45-50.

ROPA PROMOTION CRITERIA FOR OFFICERS

To Grade of:	Years in Grade:	Commissioned Service:	Board Meets:	Type
Col 0-6	**	**	As required by USAF.	*
	4	n/a	Semi-annual	V
Lt Col 0-5	7	21 yrs	Annual	M
	4	n/a	Semi-annual	V
Major 0-4	7	14 yrs	Annual	M
	4	n/a	Semi-annual	V
Capt 0-3	4	7 yrs	Annual	M
	2	n/a	Semi-annual	V
1st Lt 0-2	3	3 yrs	Quarterly	M

*Selection to fill overall Air Force Reserve vacancies as determined by USAF.

**As prescribed by Secretary of the Air Force.

M—Mandatory Promotion. V—Mobilization or unit vacancy.

Realizing the national need for an expanded utilization of available civilian pilots and privately-owned aircraft in the search and rescue and emergency missions of Continental Air Command, Civil Defense and other authorized agencies, Civil Air Patrol has developed a new operating task force—CAP Emergency Services. Membership opportunities are being extended to the more than three thousand licensed pilots and other public-spirited, air-minded citizens who want to help but "just don't have time" to be all-round active members of CAP.

CIVIL
AIR
PATROL



Civil Air Patrol's Emergency Services, recently established at a special session of its national board, will combine qualified CAP manpower and equipment resources already available in CAP with those of an owner-pilot specialist pool that could swell CAP's emergency and disaster aid capabilities far beyond that ever achieved by any volunteer civilian organization.

Emergency Services, CAP, opens the door to busy, qualified businessmen and sportsman-type pilots and private aircraft owners who love flying with a purpose, but are simply time-poor when it comes to participating in the CAP program.

Qualifications for members of this novel concept of CAP service have been designed to cover all positions that would be performed in an emergency mission, and the passport for participation in organized missions is the CAP Emergency Services ID card; authorities will admit bearers to the scene as qualified assistants or participants under the direction of the CAP mission commander.

The "basement sale" confusion of air traffic in some disaster areas, created by unofficial would-be searchers and rescuers, is recognized by CAP and the Federal Aviation Agency. Working closely with local and state authorities, Civil Air Patrol's present rescue units, augmented by the new emergency task force, will provide for better controlled, maximum search efficiency.

The MIF Manual, or Member Information File, will contain national operating procedures like the Pilot Information File (PIF) Manual that is currently maintained at each flying base for civilian and military pilots.

The owner-pilot specialists (OPS) of Emergency Services could be dues-paying members of CAP without rank, and could participate only in actual emergency or necessary training missions. They would function with the present CAP task force under the CAP wing director of emergency services, or his designated mission commander, as requested by the Air Force search and rescue coordinators of CONAC, or other authorized agencies. They may later convert to "full-time" CAP membership rank and responsibilities, if they desire.

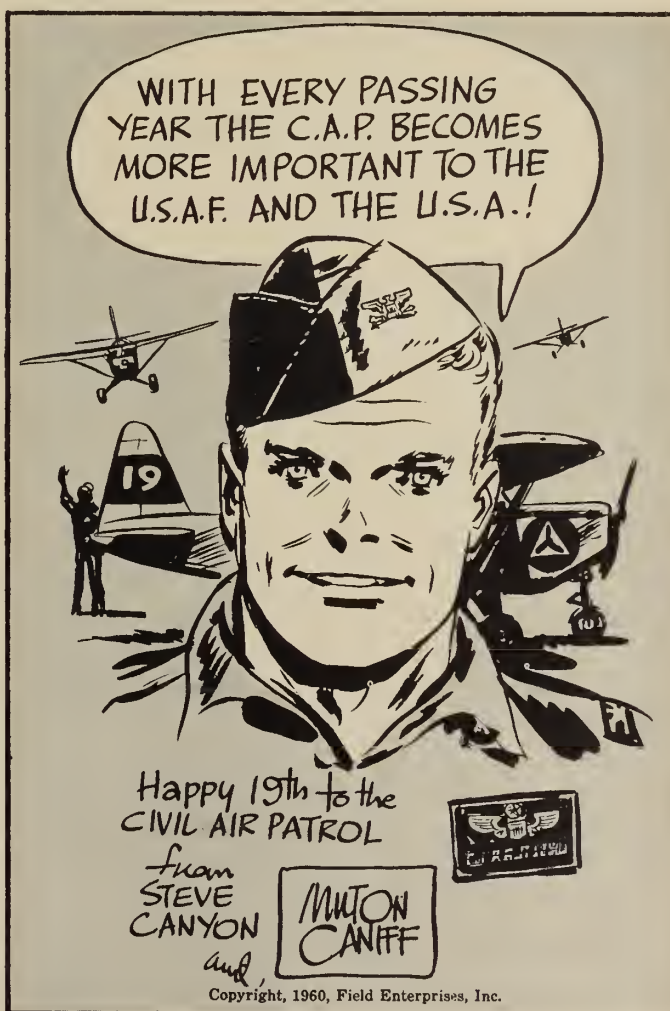
OPS members of Emergency Services will be given tests by mission commanders to qualify as search and rescue pilots and, as in the case of the existing CAP search and rescue teams, will be reimbursed for fuel and lubricants when called on missions by the Air Force through its Search and Rescue Coordinating Centers.

Because of the diversified qualifications required when emergencies arise, membership in the Emergency Services unit of CAP is not restricted to owners and pilots of private aircraft. Anyone qualified is eligible for jobs with ground crews, land rescue and first aid teams, interrogation parties, as observers and as members of briefing teams. Although CAP now has

the capability of nationwide communication with its 13,000-station fixed, mobile and airborne radio network, additional amateur operators and equipment are desired.

The concept of CAP Emergency Services, to include owner-pilot specialists, was developed by the National Commander's Training Committee. Lt. Colonel Louise Thaden, prominent aviator of CAP, High Point, N. C., is chairman.

During the committee's final presentation of the program to CAP's governing body, it was pointed out that at the beginning of 1960 there were 353,000 licensed U. S. pilots and 70,000 privately-owned aircraft. These pilots and aircraft are needed to augment the 8000 pilots and 4200 corporate and member-owned aircraft now in CAP.



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REGION JOB MART...

Vacancies exist for a number of Air Force Reservists in each of the six Air Force Reserve Region headquarters. Positions are in the Mobilization Assignment Reserve Section (MOARS) and in Training Category A, Pay Group A. Applicants may apply through their unit of assignment to their respective Reserve Region headquarters: First AF Reserve Region Hq, Mitchel AFB, N. Y., ATTN: DCS/P; Second AF Reserve Region Hq, Andrews AFB, Md.; Third AF Reserve Region Hq, Robins AFB, Ga., ATTN: 3PER; Fourth AF Reserve Region Hq (DCS/P), Randolph AFB, Texas; Fifth AF Reserve Region Hq, Selfridge AFB, Mich.; Sixth AF Reserve Region Hq (DP), Hamilton AFB, Calif. Vacancies are as follows:

1st AF RESERVE REGION

General's Aide (7024), Captain; *Education & Training Officer* (7516), Major; *Intelligence Operations Technician* (20470), Technical Sergeant; *Communications Center Specialist* (29150), Airman First Class (6); *Communications Center Supervisor* (29170), Technical Sergeant; *Organizational Supply Supervisor* (64670), Master Sergeant; *Accounting & Finance Supervisor* (67170), Master Sergeant; *Administrative Clerk* (70250), Staff Sergeant (9), Airman First Class (4); *Administrative Supervisor* (70270), Master Sergeant, Technical Sergeant (4); *Legal Technician* (70570), Technical Sergeant; *Information Technician* (72170), Technical Sergeant; *Personnel Technician* (73270), Master Sergeant, Technical Sergeant (3); *Medical Services Technician* (90270), Technical Sergeant.

2nd AF RESERVE REGION

Intelligence Specialist (20471), Technical Sergeant; *Communications Center Specialist* (29150), Airman First Class; *Statistical Services Superintendent* (68170), Master Sergeant; *Administrative Clerk* (70250), Staff Sergeant, Airman First Class; *Administrative Supervisor* (70270), Technical Sergeant; *Legal Specialist* (70570), Technical Sergeant; *Information Technician* (72170), Technical Sergeant; *Personnel Technician* (73270), Master Sergeant; *Medical Technician* (90270), Technical Sergeant.

3rd AF RESERVE REGION

Intelligence Operations Technician (20470), Technical Sergeant; *Communications Center Specialist* (29150), Airman First Class (6); *Communications Center Supervisor* (29170), Technical Sergeant; *Chaplain Specialist* (70150), Staff Sergeant; *Administrative Clerk* (70250), Staff Sergeant (7), Airman First Class (6); *Legal Technician* (70570), Technical Sergeant; *Personnel Technician* (73270), Technical Sergeant (2).

4th AF RESERVE REGION

Director of Operations (0036), Colonel; *Operations Staff Officer* (1416A), Lieutenant Colonel, Major; *Intelligence Staff Officer* (2016), Lieutenant Colonel; *Supply Staff Officer* (6416), Lieutenant Colonel, Major; *Aide* (7024), Captain;

Information Staff Officer (7216), Lieutenant Colonel, Major (2); *Information Officer* (7224), Captain (3); *Staff Chaplain* (7916), Lieutenant Colonel; *Legal Staff Officer* (8816), Colonel; *Intelligence Operations Technician* (20470), Technical Sergeant; *Communications Center Specialist* (29150), Airman First Class (6); *Communications Center Supervisor* (29170), Technical Sergeant; *Organizational Supply Supervisor* (64670), Master Sergeant; *Statistical Services Supervisor* (68170), Master Sergeant, Technical Sergeant; *Chaplain Specialist* (70150), Staff Sergeant; *Administrative Clerk* (70250), Staff Sergeant (11), Airman First Class (6); *Administrative Supervisor* (70270), Master Sergeant (2), Technical Sergeant (4); *Legal Technician* (70570), Technical Sergeant; *Information Technician* (72170), Technical Sergeant; *Personnel Technician* (73270), Master Sergeant; *Medical Administrative Supervisor* (90670), Technical Sergeant.

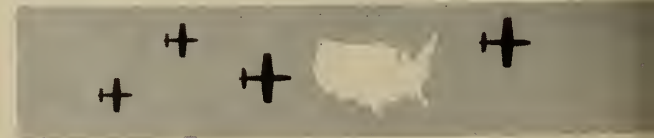
5th AF RESERVE REGION

Supply Staff Officer (6416), Major*, Major**; *Administrative Staff Officer* (7016), Major*; *Education & Training Staff Officer* (7516), Major*, Major**; *Medical Officer Aviation Medicine* (9356), Colonel; *Intelligence Operations Technician* (20470), Technical Sergeant; *Communications Center Specialist* (29150), Airman First Class (6); *Communications Center Supervisor* (29170), Technical Sergeant; *Organizational Supply Supervisor* (64670), Master Sergeant; *Statistical Analyst* (68170), Technical Sergeant; *Administrative Clerk* (70250), Staff Sergeant*, Staff Sergeant (8), Airman First Class (7); *Administrative Supervisor* (70270), Master Sergeant, Technical Sergeant (3); *Legal Technician* (70570), Technical Sergeant; *Information Technician* (72170), Technical Sergeant; *Medical Administrative Supervisor* (90670), Technical Sergeant.

* Vacancy at Richards-Gebaur AFB, Mo.
** Vacancy at Minneapolis-St. Paul IAP, Minn.

6th AF RESERVE REGION

Intelligence Staff Officer (2016), Lieutenant Colonel; *Intelligence Operations Technician* (20470), Technical Sergeant; *Communications Center Technician* (29150), Airman First Class (6); *Communications Center Supervisor* (29170), Technical Sergeant; *Organizational Supply Supervisor* (64670), Master Sergeant (2); *Accounting & Finance Supervisor* (67170), Master Sergeant; *Statistical Services Supervisor* (68170), Master Sergeant; *Chaplain Specialist* (70150), Staff Sergeant; *Administrative Technician* (70250), Staff Sergeant (12); Airman First Class (8); *Administrative Supervisor* (70270), Master Sergeant, Technical Sergeant (4); *Information Technician* (72170), Technical Sergeant; *Personnel Technician* (73270), Master Sergeant, Technical Sergeant (2); *Medical Administrative Services* (90670), Technical Sergeant.





Pentagraphs

LIEUTENANT PROMOTIONS: A board of officers will convene at Air Reserve Records Center in Denver, Colorado on February 6, 1961 to consider approximately 300 eligible second lieutenants, not on extended active duty, for promotion to the grade of first lieutenant. To be eligible, these officers must hold a promotion service date on or before September 30, 1958. Officers selected for promotion will be promoted on the date they complete three years of service. Eligible officers are reminded that information on civilian occupations and civic responsibility is limited in the selection folders, and are encouraged to submit short factual letters to bring their records up to date. Communications may be submitted under the provisions of Section 8362, Title 10, U. S. Code, by writing direct to President, Reserve Officer Promotion Board, Air Reserve Records Center, 3800 York Street, Denver 5, Colorado. All communications must arrive in advance of date the board convenes.

★ ★ ★

FILM STILL AVAILABLE: The film, "Manpower Bank of the Air Force" which covers the activities of the Air Reserve Records Center, is still on hand for use by many agencies. Besides being available for use by television stations, non-sponsored schools, military installations, civic and business organizations, the film can be shown at non-profit public exhibitions. Film number is AFP 95-2-1 and may be obtained at any Air Force Film Library.

★ ★ ★

MONEY FOR B-70: The Department of Defense has added an additional \$155 million to the \$110 million previously allotted in the FY-61 budget for development of the B-70 Valkyrie. This brings the total authorized this fiscal year to \$265 million. The Air Force is in the process of developing and fabricating two prototype airframe vehicles and is also continuing work on a limited basis in connection with the bombing and navigation subsystem. The new money provides for development work on weapon system prototypes, essential subsystems, one airframe test vehicle, start of work on a static test airframe, and on two of a proposed series of weapon system test prototypes.

★ ★ ★

ECI NOTE: A change in processing Extension Course Institute exam solutions from non-EAD Reservists emphasizes again the importance of sending them by registered or certified mail when the date of the certificate of completion is critical. ECI will transpose the precise postmark date to the certificate of completion only if the examination solution is received by registered or certified mail. Under a new system, ordinary mail will be marked on a five-day average mail time. ECI has no way of knowing Reservists' anniversary dates. The matter of timing is the student's responsibility. Once a certificate is dated, it cannot be changed unless supported by bona fide evidence. ECI says the new system will apply to non-EAD Reservists, Air Guardsmen, and all Navy, Army and Marine Corps students.

AUTOMATION ANNIVERSARY: Automation began at Air Reserve Records Center with unveiling of the newly installed RCA 501 electronic computer system. Today, after twelve months of hard work, the automation system has exceeded all expectations. The machine has cut data processing from weeks and months to days, and has increased the accuracy rate. Manpower requirements have been reduced by 144 spaces, yet not one person lost his job because of automation. In fact, some have been upgraded through additional training. Reduction in manpower was accomplished entirely through attrition. Practically every personnel operation, such as reports, orders, even discharge certificates, will eventually be performed by the complex machine. While the computer eliminates a great deal of manual handling of records, its greatest value lies in its ability to automatically match Air Force Reservists with various Reserve training positions.

★ ★ ★

AF ARTWORK WANTED: In addition to photographs, the Air Force wants works of art depicting the story of flight from the early days to the present. Contemporary activities of the Air Force have been well documented by 125 illustrators and artists who have contributed their art to the Air Force collection under a program begun in 1954. The collection, however, lacks works picturing historical events from the earliest days of military flight through WWII. The Office of Pictorial Art, Hq USAF, Washington 24, D. C., which heads the project, has asked aid in locating prints, drawings and paintings pertaining to this period.

★ ★ ★

AUTHOR OPPORTUNITY: A \$2,500 award will be made by Ohio State University for the best book-length manuscript on national security. Anyone may submit a manuscript. The Mershon National Security Program is offering the award in an effort to create an awareness of the problems of our national security and to stimulate ideas which will contribute to their solution. The program is named for the late Col. Ralph D. Mershon, distinguished consulting engineer. Subject matter may treat with any aspect of the national security problem — military threat, economic, political, ideological, scientific, or diplomatic. Manuscripts must be submitted by April 1, 1961, on white opaque paper, 8½x11, double spaced. Mail to Mershon Committee, Ohio State University Press, 164 West 19th Ave., Columbus 10, Ohio.

★ ★ ★

GUARD NOTE: National Guard Bureau says the State's adjutants general may grant waivers for up to and including 20 pounds overweight and 10 pounds underweight for non-rated officers, warrant officers and airmen of the Air National Guard, provided: the examining physician specifically recommends the waiver; and in underweight cases, a chest x-ray is made and is negative. Indication that a waiver has been granted by the State adjutant general must show on the Standard Form 88.



OFFENSE vs. DEFENSE . . .

The seesaw battle of offense versus defense—with first one and then the other taking the lead—goes on constantly with all kinds of weapon systems. For example, improved radar and the surface-to-air missile seemed to be the answer to the threat of the bomber until the bomber was made to offset this vulnerability by being equipped with electronic countermeasures against the defender's radar, with decoys to confuse and saturate radar defenses, and with air-to-surface missiles (of longer range than the enemy's point defense missiles) that could strike ahead of the bomber to knock out or greatly weaken air defense forces.

Similarly, improved defense measures for use against submarines are affecting the threat of the strategic missile-launching submarine. "Great strides have been made in recent years in the

areas." Of interest to the Air Force because of its collateral ASW function and responsibilities related to the effectiveness of all strategic strike forces, the project, called Artemis, is an exploratory development effort, according to Wakelin. Its purpose, he said, is to determine the feasibility of using very high powered sonar transducers and high gain receivers together with advanced data processing equipment for locating submarines at great distances.

Another development concerning submarines was the recent agreement to provide anchorage in Scotland for U. S. missile-firing submarines.

"DETERRENCE" DEFINED . . .

General White recently explained the much misunderstood word "deterrence." Every Air Force member should understand this term. So should every American—because survival almost cer-

What is Counterforce? . . . Air Force members and the public must have a clearer understanding of the Counterforce approach to military strategy — and how it differs from other approaches. National survival depends upon our maintaining a proper strategy. By Counterforce the Air Force means the ability to selectively and decisively destroy enemy military forces that could otherwise destroy us.

field of antisubmarine warfare," said James H. Wakelin, Jr., Asst. Secretary of the Navy for Research and Development recently. "These changes," he said, "have been the result of increased emphasis by the Navy on this important program. We have made significant improvements in our ability to detect, classify and localize enemy submarines and new and advanced anti-submarine weapons are forthcoming in the near future."

Mr. Wakelin described a project for "detection and tracking of submarines at very long range in large ocean

areas," said James H. Wakelin, Jr., Asst. Secretary of the Navy for Research and Development recently. "These changes," he said, "have been the result of increased emphasis by the Navy on this important program. We have made significant improvements in our ability to detect, classify and localize enemy submarines and new and advanced anti-submarine weapons are forthcoming in the near future."

tainly depends upon how our Nation goes about developing a true deterrent to war. General White emphasized that military forces that could not prevail in a war could not be relied upon to deter a war, and that forces that cannot destroy military forces cannot prevail. The following excerpts are quoted directly from his speech:

• Effective deterrence includes the possession of military force to *deter* war and, should war occur, the military strength to *prevail*. The ability to prevail is what provides real deterrence.

"The first-generation Atlas or Titan now can travel a distance approaching twice the nominal intercontinental range of 6,300 statute miles, which was established as our goal. Or they can carry several times the nuclear payload, for which they were originally designed. Their accuracy, reliability, and speed in reacting to an enemy attack, have all increased far beyond the standards we set for them in 1954." — Lt. Gen. Bernard A. Schriever, Commander, Air Research and Development Command.

• The concept of deterrence, as interpreted by some, is merely the possession of military strength which could inflict severe and perhaps indiscriminate punishment upon an enemy. Apparently, they disregard the need for military strength sufficient to defeat him. They seem to feel that a suitable deterrent can be contained in military strength which is sufficient only to hurt an enemy generally—while leaving his weapons free to destroy us. This approach to national security is diametrically opposed to man's experience throughout all military history—and I cannot agree with it.

• If deterrence fails and a nation must fight, it wants—and must have—the strength to win. Power that cannot prevail will not deter.

• Should we depend upon minimum deterrence we will, among other things, strip this country of any political, diplomatic or military initiative.

• There are those who hold that a nuclear stalemate exists, or is imminent, and that this situation precludes the use of nuclear weapons by either side under the risk of inviting unacceptable destruction. From this assumption some argue that the U. S. and its allies should retreat from a nuclear strategy and start reconstructing its so-called conventional forces on a greatly increased scale.

• However, a stalemate in today's era of astonishing technological advance is not a long-continuing probability. Who can say, in the light of recent developments, what technological breakthroughs will occur tomorrow? We cannot pace our advance or establish our strategy on the status quo.

• There are others who read another meaning into the stalemate hypothesis. It is that the Russians have recognized that war no longer offers a profitable avenue for further expansion, and the

are therefore reducing their military forces and re-directing their efforts on the political and economic flanks.

- Although I believe that the Soviets are reducing some of their military forces as advertised, it is with the express purpose of taking full advantage of new weapon technology—not of reducing their overall military power. On the contrary, it is to strengthen it. Furthermore, I for one am absolutely convinced that the Communist Bloc will use whatever avenue is most open to their goal of world domination—be it political, economic or military.

Conclusions

- The Free World must be superior to the Communist Bloc in decisive military power. We and our allies must prepare and maintain the military strength to accomplish the overriding task—the task of destroying the military strength of the Communist Bloc— if war is forced upon us.

- In this task no single weapon or type of weapon can accomplish the job; nor does one Service or one nation stand alone.

- We need complementary weapons on land, at sea and in aerospace—a combination of forces designed specifically to provide the Free World with the flexibility and varied capabilities which it requires.

"ATOM" EXPLAINED . . .

Dr. Robert E. Wilson, commissioner of the U. S. Atomic Energy Commission, gave an authoritative explanation of the atom and its various applications before the Second National Youth Conference on the Atom in October. Highlights of his talk of Air Force interest included the following points:

"The United States military forces already have at their disposal a widely diversified and thoroughly tested family of bombs and warheads. These range from the small, low yield, light-weight weapons for use by ground and naval forces, to the large bombs of many megaton yield to be delivered from manned aircraft. The family of weapons also includes a wide variety of proven warheads for missiles of various sizes and ranges, special nuclear devices for antiaircraft and antisubmarine warfare, and air-to-air defense missiles.

"It might therefore be said — and indeed is said by some — that we have what we now need and that no further weapons testing is presently

necessary. However, the facts with regard to the present state of weapons development are essentially as follows:

- New and really revolutionary types of nuclear weapons could be developed by the underground testing of relatively small weapons. This is especially true in the small "battlefield" devices designed to put troops out of action quickly and effectively, with a minimum of effect on people at a distance. In addition, however, valuable information regarding much larger weapons can also be obtained by small underground weapons tests which would be free from any possibility of fallout.

- Designs of nuclear weapons really tailored to recent and prospective new defense systems could be developed and their dependability and safety, which must necessarily be demanded of all nuclear weapons stock-piled, could be reliably checked.

- It would be possible to increase substantially the yield-weight ratio of a considerable number of our older bombs and warheads, using this advantage either to increase the yield for a given weight, or decrease the weight for a given yield, both of which would have great military value, especially in long range missiles.

- It would be possible to make further progress on getting greater cleanliness (less radiation hazard) in weapons of various sizes and it might even be possible to produce thermonuclear weapons without any fission products.

"We are confident, therefore, that the weapons improvements obtainable from further testing would be very important in several areas. The improvement to be expected would probably not be of the magnitude of the thousandfold increase in destructive power achieved by the development of the original A-bomb, nor of the second thousandfold increase on top of this when the H-bomb followed. However, there are several improvements definitely in sight which might be of great importance to our complex military needs of the future.

"The foreseeable improvements in these different types of weapons are of such importance that any country which decides to proceed with further testing and, hence, a systematic weapons improvement program, while we continue to observe a moratorium, is likely in a few years to take our place as the foremost nuclear power in the world."

KEY POINTS

(Below is summary of key Air Force points of view as indicated by Air Force Secretary Dudley C. Sharp at Logansport, Indiana on October 22:)

- We cannot rely on any single weapon or delivery system to defeat the enemy. There is no ultimate weapon, nor is any invulnerable. Any weapon system will in time become obsolete.
- We must rely upon combined weapon systems of the best types available to achieve forces which will be decisive if war should occur. We must be prepared to win any war should deterrence fail.
- The Air Force can never go entirely either to missiles or bombers, because both have uniquely useful capabilities.
- We are now reaching out toward the Mach 3 B-70 cycle of strategic bombers, which offers enormous growth potential.
- With missile warnings and reconnaissance satellites at hand, the Air Force is planning on extension of its operations into the realm of space.
- The X-15 research craft and the Dyno-Soar boost-glide aerospacecraft are preludes to advanced manned aerospace vehicles capable of orbiting the earth, re-entering and operating in the atmosphere, and either landing or returning to orbital paths at the will of the pilot.
- The Air Force is concerned with developments such as space systems for communications, surveillance and early warnings.
- The Air Force has a vital role in space.





Alaska Air Guard 144th Air Transport Squadron conducted operations on Taku Glacier in Juneau icecap area. Ski-equipped C-123J accomplished numerous landings during last July in support of glacial study expedition to provide more accurate weather forecasting.



Gen. Thomas D. White, USAF chief of staff (center), Maj. Arthur Murray, chief of X-15 research office (r) and Lt. Col. Frank Livingston, 9110th ARGp cmdr, attended Reserve Forces Joint Assembly in Wash., D. C. Gen. White and Maj. Murray addressed meeting.

RESERVE CAMERA



Wing Cmdr. Col. George H. Wilson, 445th TCW, Dobbins AFB, Ga., congratulates his team for winning 2d place in night celestial mission at Kentucky troop carrier competition. (l-r): 1st Lt. J. Ferguson, Capt. S. Flowers, SSgt. J. Marion, Lt. Col. W. Feast, and Col. Wilson.



Ready Reserve pistol marksmen of 9260th AResSq, Syracuse, N. Y., zero in on targets in mandatory program at Syracuse AResC. Left to right are Capts. R. M. Hudson and J. C. Forand, Maj. J. B. Simon, Maj. J. Swift, 1st Lt. L. R. DeKing, and Lt. Col. C. G. Williams, Jr.



The 403d TCW, Selfridge AFB, Mich., won top Reserve honors in the CONAC troop carrier competition, Ft. Campbell, Ky. Crew (l-r): Capt. O. Gensler, 1st Lt. H. Groham, SSgt. T. Angel, A2C M. Dockery, SSgt. G. Inman, SSgt. R. Jones, TSgt. V. Strenclwilk, SSgt. O. Smith.

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THE AIR

Reservist



JANUARY 1961



AEROSPACE MISSION FOR THE AIR FORCE RESERVE

"Quote..."

"...It may seem ironic, in one sense, that when our first and only job is the defense and security of the American people, we should have to expend effort in explaining and justifying ourselves to those same people. It would be far more ironic, however, if the American people lived under the system we are fighting. All we would have to do in that case would be to club the people over the head with rifle butts whenever they dared to question our activities—and then explain that it's all for their own good. That, too, is a form of public relations—and our job is to make sure it never happens here..."

LT. GENERAL JOE W. KELLY
Commander,
Military Air Transport Service

THE AIR Reservist

Vol. XIII—No. 1

AIR FORCE RESERVE AIR NATIONAL GUARD
CIVIL AIR PATROL



JANUARY 1961

Lt. Gen. William E. Hall
Commander, Continental Air Command

Col. Richard P. Haney
Chief, Office of Information, CONAC

EDITOR
Fred E. Giachino

ASSOCIATE EDITOR STAFF WRITER
Earl E. Lane TSgt David L. Sutherland

The Air Reservist is an official publication of Continental Air Command approved by the Secretary of the Air Force in accordance with Section 278, Title 10, U. S. Code. This section requires the dissemination of complete and up-to-date information of interest to the Air Reserve Forces.

Editorial Office: The AIR RESERVIST
OI, CONAC, Mitchel AFB, NY

The material contained in *The Air Reservist* is listed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by Hq. USAF.



B/GEN HOWARD A. RUSKIN
AFRes., Deputy for Reserve Affairs to the Surgeon General, heads the Medical Service Reserve Advisory Council composed of dedicated senior Medical Reservists with outstanding professional and scientific backgrounds. He is Director of the Institute of Physical Medicine and Rehabilitation for the New York University-Bellevue Medical Center, and an associate editor for medicine for *The New York Times*. Leadership in his field has won him many distinguished awards from worldwide scientific and governmental organizations, including eight honorary Doctor degrees. Serving as President of the World Rehabilitation Fund as well as the Eighth World Congress, International Society for the Welfare of Cripples, he has pioneered the specialized field in 34 countries with the United Nations and is Chairman of the World Commission for Research in Rehabilitation.

MAJ. MIRIAM D. GRIM, "B" flight commander and senior officer of the Brunswick, Georgia flight, 9899th AResSq, is believed the first woman ever to hold a command position in Savannah's 2689th AResC program. Major Grim is responsible for recruiting, attendance, proper uniform, promptness, conduct and similar requirements for Air Reservists who attend the Brunswick class. A secretary in civilian life, Major Grim entered the military during WWII with the "Liberty Bells" of Philadelphia, Pa. Commissioned in the Woman's Army Corps, she later held an administrative post for 18 months in Calcutta, India. She left the Army in 1946 but returned to active duty in 1950 as a WAF officer, then spent three years in England before again leaving the service in 1958. After resuming her AF Reserve affiliation, she was assigned to the Brunswick flight.

MSGT. CARL E. LAWSON combined utility with ingenuity by substituting an individual survival kit for a useless block of wood used by his unit in its high altitude 'chutes to replace a non-essential automatic release mechanism. He is the personal equipment technician supervisor, 130th Troop Carrier Sq, West Virginia ANG, Charleston. Sgt. Lawson designed the compact survival kit containing 17 items ranging from a compass and knife to first aid articles. The squadron has since adopted the sergeant's improvisation. He has been with the West Virginia ANG since its formation in 1947, including two years of active duty during the Korean conflict. He served with the Air Force in WW II.





Aerospace Mission for the Air Force Reserve

Capt. Gene W. Janes (second from left), 5594th Test Wing Satellite Group, Sunnyvale, California, visited Bakalar AFB, Indiana shortly after the announcement the 434th TCW (Res) had been picked to augment the Air Force space capsule recovery program. The captain, credited with commanding two recent catches of a satellite capsule, discusses techniques of capsule recovery with (l-r) Maj. Burton A. Meglitsch, director of operations, Bakalar AFB; Col. John W. Huff, commander of the base and deputy commander of the 434th; and Lt. Col. J. A. MacMaster, commander of the 71st TCSq, 434th TCW. Capt. Janes and his C-119 crew snagged their first capsule in mid-air on November 14. Their second catch came December 10 after Capt. Janes spotted the capsule attached to a parachute 25,000 feet above the Pacific ocean, northwest of Hawaii. Nine C-119 transports had been waiting to trap the capsule but since Capt. Janes and his crew were the first to sight the object, Air Force regulations gave them the first chance to recover it. The Air Force's December 10 retrieval of the capsule from the Discoverer XVIII was the fourth successful recovery in six attempts, three in the air and one from the sea.

... PLANS & POLICY

MOBILIZATION POSITION INFORMATION listing all Part I, II, and III vacancies in the Air Force Reserve will be distributed monthly to each AF Reserve Region, Reserve Director, Air Reserve Center and Reserve Recovery Group in one of two reports published by the Air Reserve Records Center in Denver. Called the CNC P-117 report, it is introduced with the semi-annual CNC P-116 roster of available Reservists, which will go to all CONAC units. This roster contains recruiting information on all Reservists assigned to a Part III mobilization position, all Standby Reservists and all Reservists assigned to Ineligible Reserve Section (IRS) except selective assignees. Also included are AF serial number, national agency check, program element of assignment, grade abbreviation, primary AFSC, address code, aero rating, flying status, street address, and geographic area code.

Installation of an electronic computer at the Denver center and the resultant automation in the processing of military personnel records has made these reports possible. Essential information digested from more than 520,000 AF master personnel record groups at the Denver location is now recorded on magnetic tape. A query to the computer can obtain practically any type information about the Air Force Reservist, quickly and accurately.

ANG'S OFFICER RECALL program for 1961 has restricted applications until further notice to 10 career fields with at least one AFSC and grades as follows:

Communications-Electronics (30XX), Lt through Lt Col; Civil Engineering (55XX) Capt through Lt Col; Nuclear Research Officer (2616) Lt Col; Mathematician (2626) Lt Col; R & D Director (2716) Lt Col; R & D Administrator (2726) Maj and Lt Col; R & D Staff Assistant (2734) Capt; Aeronautical Engineer (2816) Maj; Electronics Engineer (2826) Capt through Lt Col; Mechanical Engineer (2836) Capt through Lt Col.

Senior lieutenants who are exceptionally well qualified and will be promoted within the next two years may apply in the specialties listed above calling for the recall of officers in the grade of captain. Officers will not be considered for recall on flying status. AFR 45-26 governs method of application including forwarding through ANG channels.

RECALL OF RESERVE OFFICERS for the fiscal year 1961 program will involve 12 career fields. The following fields and grades will be considered: Communications-Electronics (30XX)—Lt through Lt Col; Civil Engineering (55XX)—Capt through Lt Col; Scientific, Research and Development: Nuclear Research Officer (2616)—Capt and Maj; Mathematician (2626)—Lt Col; R & D Director (2716)—Lt Col; R & D Administrator (2726)—Maj and Lt Col; R & D Staff Assistant (2734)—Capt; Aeronautical Engineer (2816) — Maj; Electronics Engineer (2826) — Capt through Lt Col; Mechanical Engineer (2836)—Capt through Lt Col. Career fields 254X (Advanced Weather Officer) and 252X (Weather Officer) were also added.

Applications may be considered in the above career fields, from senior lieutenants who will be promoted within the next two years, if exceptionally qualified. Normal grades for recall, regardless of career field, will be captain and below. A maximum of five percent of the total quota, however, may be recalled in the grade of major provided the individual's qualifications are not otherwise obtainable. No officer will be recalled for duty on flying status or training.

Changes in educational qualifications are also in effect. All officers for recall must have the minimum of a bachelor's degree for any career field other than scientific and the minimum of a master's in the scientific career field. Career fields 254X and 252X are considered in the scientific career area; however, in these AFSCs a bachelor's degree is sufficient.

Interested personnel may submit applications as outlined in AFR 45-26. Unit commanders will insure that all applicable provisions of AFR 45-26 are complied with.

AN AFROTC CHANGE that would telescope the traditional four-year course into two years is a top proposal under study by the AFROTC Advisory Panel which held its second meeting in the Pentagon last month. Strengthening the new plan would be a two-year "merit scholarship" of about \$1,000 per school year for each selected candidate for commission, to be paid to the individual at the start of each school year.

The boiled down AFROTC schedule eliminates the two-year basic course and places college students into AFROTC training in their junior year. Subjects in the basic course

see PLANS & POLICY page 4

■ PLANS & POLICY from page 3

would be taught in two summer camps, with the first camp between the sophomore-junior year and the second between junior-senior year.

Advantages cited under the new proposal include lower costs, less study work load on science and engineering students thus attracting more of them to the program, and enhanced appeal for the ROTC program among transfer and junior college students. AFROTC enrollment is currently pegged at 107,476 students with classes conducted in 173 colleges, roughly 10 per cent of the nation's academic institutions. Cost of producing an ROTC officer varies from \$3,000 to \$49,000. With the adoption of the abbreviated AFROTC proposal, an estimated annual savings of two million dollars would result.

NINE RECOMMENDATIONS and part of a tenth which were submitted by the Air Reserve Forces Policy Committee following its October 31 meeting, have been approved by the Secretary of the Air Force. The approved pertinent recommendations include those reported in the December issue of *The Air Reservist* and the following:

- A recommendation dealing with *Ready Reserve* personnel holding key jobs with federal agencies. This action provides the Reserve unit commander with a means to appeal the availability determination on these personnel.
- That regulations be amended to permit the transfer to Air Reserve Forces units of non-appropriated fund property before such property is declared excess after it is determined not to be required by any major command.
- That grade determination for ex-enlisted personnel from other branches of the service seeking enlistment in the Air Reserve Forces be reinstated on the same basis as applicable to ex-Air Force personnel except that priority would be given to ex-Air Force personnel where two qualified applicants apply for the same position.
- Amend certain paragraphs of AFR 45-32 as pertain to the wearing of the uniform while on duty of Air Technicians of the Air Force Reserve and Air National Guard. The amendments will provide that ART personnel of the Air Force Reserve not be required to wear the Air Force uniform while on duty, but retain individual option in accordance with Federal Civil Service regulations; Air National Guard ART personnel to be required to wear the Air Force uniform while on duty at the specific order and option of the Adjutant Generals of the states concerned. Further, the provisions of AFR 45-32 referring to the wearing of an identification device on the uniform of all ART personnel are deleted.

The Air Reserve Forces Policy Committee will meet again April 7-11, 1961 at the Pentagon to consider agenda items received from field units on or before January 7, 1961.

SEVEN RECOVERY GROUPS were launched recently at Louisville, Ky.; Wyoming, Pa.; Columbia, S.C.; Salt Lake City, Utah; Des Moines, Iowa; New Orleans, La.; Worcester, Mass., and two Base Support units at Richards-Gebaur AFB, Mo., and Sewart AFB, Tenn. Four base support groups also began operation at Westover AFB, Mass.; Wright-Patterson AFB, Ohio; Randolph AFB, Texas; Travis AFB, Calif.

Dedication ceremonies marked the official openings, which were planned to create public awareness and to heighten interest in the mission of each Reservist in the new Air Force management and training program. The inaugural observances emphasized the vital importance of the Recovery and Base Support missions to the individual Reservist, the community, the Air Force Reserve and national defense.

RESERVE INFORMATION FLIGHT supervisors now are getting confirmation on Air Force objectives directly from the CONAC Office of Information. Most of the 125 flight supervisors find the material is being sent to them in care of their home addresses. This direct mail service speeds the flow of such items as the "Air Force Information Policy Letter for Commanders," the "USAF Information Program Bulletin" and other key Department of Defense, Air Force and CONAC materials and policy statements to the Reserve Information Flights. CONAC's plan is for these flights to act as a central information planning and coordination agency for all Reserve units located in or near common major metropolitan areas throughout the ZI.

MANDATORY PARTICIPATION has resumed for draft deferred personnel who have never served on extended active duty or who have served less than 12 months of military duty. Such draft-deferred personnel are required to participate satisfactorily in Reserve training in a *Ready Reserve* status unless designated *Standby* Reservists.

This mandatory assignment system was recently reinstated after a temporary suspension last fall. Assignments are being made to *Ready Reserve* positions of all major commands in the U.S., excluding Alaska and Hawaii. Mandatory assignments of obligated Reservists will be made to vacancies in Category "A" units, Part I and II mobilization positions. Only when an appropriate assignment cannot be made to Category "A" unit or Part I vacancy will Part II position in Training Category "B", Pay Group "B" be used.

Continued draft deferment for the participating Reservist is solely contingent upon satisfactory participation in Reserve training with a unit of assignment.

THE ANNUAL NAVIGATION COMPETITION will pit the best teams from CONAC's 13 nationwide navigation training squadrons at Ellington AFB, Texas, May 21-28. The event will feature dead reckoning, Loran and celestial navigation techniques. Host for the competition is Ellington 446th TCW. Awards will be presented to winning teams and individual team members.



The Air Force Reservist can serve his country and community as an authoritative spokesman for the Air Force and its aerospace mission.

AIRMEN PROMOTION CRITERIA...

The chart on this page describes the basic requirements pertinent to the promotion of airmen of the Air Reserve Forces who are not on extended active duty. However, there are other factors regulating airman promotion which cannot be depicted in graphic form, but which are worthy of explanation. The following information contained is based on appropriate sections of Air Force Regulation 45-59, 18 June 1959 and Air National Guard Regulation 39-29, 26 July 1959, as amended on 16 August 1960.

Promotable Status — Only airmen assigned to one of the following program elements of the Air Reserve Forces are eligible for promotion:

- Air Reserve Wings and separate units, to include recovery and base support groups and squadrons. (Paragraph 4a(1), AFR 45-59).
- Mobilization Assignment Reserve Section (MOARS), which consists of assignment to Parts I, II or III of the Individual Training Program. (Paragraph 4a(2), AFR 45-59).
- Members of the Air National Guard assigned to the unit program. (Paragraph 5, ANGR 39-29).

Individual Responsibility — Each individual Reserve or National Guard airman is responsible for placing himself in a promotable status by meeting the participation requirements of the program to which he is assigned. (Paragraph 4a, AFR 45-59, and paragraph 5b, ANGR 39-29).

Vacancy Requirements — An airman in a Training Category "A" Air Reserve wing or separate unit—Reserve or Guard—may not be considered for promotion unless a position vacancy exists in the next higher grade and corresponding Air Force Specialty (AFS) in the unit of assignment. A Reserve mobilization assignee trained and administered by the major command of assignment, or a mobilization assignee attached to an Air Reserve Center unit (CONAC) for training and administration, may not be considered for promotion unless a mobilization position vacancy exists in the next higher grade and corresponding

This is the second part of a two-part series detailing promotion criteria for members of the Air Reserve Forces. Last month, the ROPA system for officer promotion was explained. This issue, we highlight the promotion system as it affects airmen of the Air Force Reserve and Air National Guard. Information contained herein does not pertain to promotion of Air Force Reserve Technicians.

Air Force Specialty. (Paragraph 3a, b, & c, AFR 45-59, and paragraph 5a, ANGR 39-29).

The commander of the unit of assignment, or attachment as appropriate who wishes to fill a vacancy in his unit by promoting a qualified airman who meets the eligibility requirements, will submit a recommendation for such promotion to the promoting authority. Each intervening commander will recommend approval or disapproval.

Not Eligible For Promotion — Air Force Reserve airmen assigned to the

Nonaffiliated Reserve Section (NARS), Ineligible Reserve Section (IRS), Inactive Status List Reserve Section (ISLRS) and the Retired Reserve Section are not eligible for promotion. (Paragraph 4, AFR 45-59).

Special Cases — An airman enlisted under the provisions of AFR 45-33 (6-month program) and ordered to active duty for training will be promoted to permanent grade of Airman Third Class (E-2) after completing basic military training or at the end of eight weeks combined basic and technical training, or on-the-job training in grade, whichever occurs first, unless compelling military reasons prohibit such promotion (Paragraph 4d, AFR 45-59 and paragraph 5c(2) (a), ANGR 39-29).

The promotion criteria for officers listed in the previous issue pertains to both Air Force Reserve and Air National Guard, since both come under the provisions of ROPA. The only difference is that promotion selection for ANG officers is made locally by Air National Guard Federal Recognition boards. Final action is taken by a review board at the National Guard Bureau. Air National Guard Regulation 36-04, 1 November 1956, as amended on 8 May 1960, applies in the case of ANG officers.

PROMOTION CRITERIA FOR AIRMEN

Promotion to Grade of:	Skill Level:	Years Federal Service:	Years Cumulative Enlisted Service:	Time in Grade:
CMSgt E-9	9	11	10	9 mos as SMSgt***
SMSgt** E-8	7	10	8	24 mos as MSgt
MSgt E-7	7	4	n/a	24 mos as TSgt
TSgt E-6	7	4	n/a	21 mos as SSgt
SSgt E-5	As	4	n/a	18 mos as A1C
A1C E-4	required	n/a	n/a	12 mos as A2C
A2C E-3	by	n/a	n/a	8 mos as A3C
A3C E-2	AFM 35-1	n/a	n/a	6 mos as AB*

*Does not apply to non-prior service airmen under six-month program.

**Must achieve passing score on USAF supervisory examination AFPR-28. In addition, to establish eligibility for promotion to E-8, an airman who is otherwise eligible must attain qualifying score on appropriate airman proficiency test. Airmen awarded appropriate 7-level AFS through previous testing are exempted from this requirement.

***ANG 12 months.

PUBLIC AWARENESS

In the Aerospace Age

Your neighbor may have varied impressions about you as an individual in the community—until he sees you in your Air Force uniform. Then you become something special—you are the Air Force and, therefore, you are an "expert" on Air Force affairs.

Outlook

Just as the 1940s were the years of decision for the Air Force, so may the 1960s be considered the years of decision for the Air Force Reserve. The year 1960 saw the Air Force Reserve take on added significance as an expanded *augmentation force* to the Regular Establishment. The *standby* concept of Reserve activities is very rapidly falling away and the distinctions between Regular and Reserves are diminishing. It has even been suggested that the term *Reserve* soon may be a misnomer.

... not only physical changes.

Since the Air Force Reserve is undergoing a physical revitalization, it is urgent that the individual Reservist thinks of himself more as an Air Force member and less as a Reservist. It follows that on occasion he wears the Air Force uniform, performs Air Force duties, and to all intents and purposes is an Air Force man. While finer distinctions might be drawn within Air Force ranks, this is how the Reservist's next door neighbor often regards him—an Air Force man with civilian ties.

The neighbor's viewpoint is based on what he sees and it is natural for him to assume that an Air Force Reservist is an Air Force man, and consequently an authority by this association. In one sense this is a true assumption because most Reservists can speak fluently about their individual responsibilities and duties—in the *Air Force Reserve*. Unfortunately, this is *echelon* thinking which contributes very little to public understanding of the *overall Air Force mission*.

... mission must be explained.

The rapid change of events in Air Force affairs has created many areas of doubt and confusion in public understanding. For example, the controversy of manned aerospacecraft versus

missiles has consumed a great deal of newspaper space. While attention has been given to the balance-of-weapons concept, the uninformed public apparently regards the era of the unmanned missile as an accomplished fact—this, despite the actuality that the manned aerospace vehicle has not become obsolete as a result of advancing concepts and technology.

There are many vital subjects pertaining to the Air Force mission about which the public should be informed. Most of these subjects have been, or will be discussed in the *Air Force Point of View* department of this magazine. They include:

- A definition of deterrence and counterforce;
- The seesaw battle of offense versus defense measures;
- Strategic missiles (*Atlas*, *Minuteman*, *Titan* and *Thor*);
- The missile threat;
- The B-70 program;
- The Air Force in aerospace with mixed manned and unmanned vehicles.

... Reservists as spokesmen.

The true and all-encompassing Air Force story to the public may be conveyed in many ways. Probably the most effective and sincere approach is through *word of mouth*. The Reservist is in a unique position to serve as an Air Force spokesman because of the many community contacts at his disposal. By the same token, he enjoys the privileges of membership in a community wherein his voice may be heard with authority.

Air Reserve Center and Recovery Group commanders through their Reserve information flights, are placing renewed emphasis on the use of speaker's bureaus. The 125 information flights throughout the country soon will receive several copies of each *Aerospace Talk*, slide presentations and other materials designed to make the speaker's task easier.

... information sources.

These same materials will be used during Commander Calls to enable active duty and Reserve personnel to keep abreast of Air Force objectives and accomplishments. However, there is an individual responsibility resting upon the Reservist who must seek out every means at his disposal to keep himself informed. Books, magazine or newspaper articles, pro and con, from official and non-official sources should be digested so that the Reservist has sufficient facts at hand to properly present his case.

By this means Reservists will be able to interpret for the neighbors various aspects of the Air Force mission as they appear in discussion, in print, on television and over the radio.

... most immediate source.

In line with this objective *The Air Reservist* recently expanded its coverage of *The Air Force Point of View* department so that Reserves may have easy and authoritative access to the latest developments in Air Force strategy, weapons and concepts. Reservists are urged to avail themselves of this information, particularly the current issue which deals with *The Air Force Mission in Space*.

General Thomas S. Power, commander in chief of Strategic Air Command, summed up this prime Air Force objective when he said: "I consider the information function one of the most important in the Air Force. Without a professional, active and enlightened information program, many of the major advancements in military aviation would never have been realized. Further, I am convinced that aggressive information actions are essential to the USAF position as the primary deterrent to war in the world today."

SECTOR JOB MART...

The 16 Air Force Reserve Sectors currently need Air Reservists to man a number of vacancies in their headquarters. Applicants may apply through their respective units of assignment for these Part I, Training Category "A", Pay Group "A" positions which authorize 48 inactive duty training periods for pay purposes plus the annual 15-day active duty tour. Vacancies are listed as follows:

2477TH AF RESERVE SECTOR, Bldg. 989, Vancouver Barracks, Vancouver, Wash.

Operations Staff Officer (1416), Maj; Air Operations Staff Officer (1435A), Capt; Communications-Electronics Staff Officer (3016), Maj; Aircraft Maintenance Staff Officer (4316), Maj; Civil Engineering Staff Officer (5516), Maj; Supply Officer (6424), Capt; Executive Officer (7016), Lt Col; Administrative Officer (7024), Capt; Information Officer (7224), Capt; Personnel Officer (7324), Lt; Education and Training Officer (7524), Lt; Air Operations Supervisor (27170), TSgt; Aircraft Maintenance Technician, 1 or 2 Engine (43171A), MSgt; Organizational Supply Specialist (64650), A1C; Administrative Clerk (70250), SSgt, A1C (5); Administrative Supervisor (70270), TSgt; Stenographic Specialist (70450), SSgt; Legal Technician (70570), TSgt; Information Specialist (72150), SSgt; Personnel Specialist (73250), A1C; Personnel Technician (73270), TSgt; Education Specialist (75150), SSgt.

2478TH AF RESERVE SECTOR, Long Beach Municipal Airport, Long Beach, Calif.

Operations Staff Officer (1416), Maj; Air Operations Officer (1435A), Capt; Communications-Electronics Staff Officer (3016), Maj; Aircraft Maintenance Staff Officer (4316), Maj; Civil Engineering Staff Officer (5516), Maj; Supply Officer (6424), Capt; Executive Officer (7016), Lt Col; Administrative Officer (7024), Capt; Information Officer (7224), Capt; Personnel Officer (7324), Lt; Education and Training Officer (7524), Lt; Legal Staff Officer (8816), Maj; Air Operations Supervisor (27170), TSgt; Aircraft Maintenance Reciprocal Engine Technician (43171A), MSgt; Organizational Supply Specialist (64650), A1C; Administrative Clerk (70250), SSgt; Legal Technician (70570), TSgt; Information Specialist (72150), SSgt; Personnel Specialist (73250), A1C; Personnel Technician (73270), TSgt; Education Specialist (75150), SSgt.

2479TH AF RESERVE SECTOR, Fort Miley, San Francisco 21, Calif.

Air Operations Officer (1435A), Capt; Communications and Electronics Staff Officer (3016), Maj; Civil Engineering Staff Officer (5516), Maj; Administrative Officer (7024), Capt; Personnel Officer (7324), 1st Lt; Education and Training Officer (7524), Maj 1st Lt; Legal Staff Officer (8816), Maj; Air Operations Supervisor (27170), TSgt; Aircraft Maintenance Supervisor (43171A), TSgt; Organizational Supply Specialist (64650), A1C; Administrative Clerk (70250), A1C (4); Administrative Supervisor (70270), TSgt; Stenographic Specialist (70450), SSgt; Legal Technician (70570), TSgt; Information Specialist (72150), SSgt; Personnel Technician (73270), TSgt; Education and Training Specialist (75150), SSgt.

2480TH AF RESERVE SECTOR, O'Hare International Airport, Chicago 66, Ill.

Air Operations Officer (1435A), Capt; Education and Training Officer (7524), Lt; Stenographic Specialist (70450), SSgt; Legal Technician (70570), TSgt.

2481ST AF RESERVE SECTOR, Minneapolis-St. Paul International Airport, Minneapolis 50, Minn.

Assistant Operations Officer (1435A), Capt; Air Operations Supervisor (27170), TSgt; Supply Specialist (64650), A1C; Administrative Clerk (70250), A1C; Administrative Supervisor (70270), TSgt; Stenographic Specialist (70450), SSgt; Legal Technician (70570),

TSgt; Information Specialist (72150), SSgt; Personnel Technician (73270), TSgt.

2482D AF RESERVE SECTOR, Bldg. 22, Denver Federal Center, Denver, Colo.

Operations Staff Officer (1416), Maj; Air Operations Officer (1435A), Capt; Communications-Electronics Staff Officer (3016), Maj; Aircraft Maintenance Staff Officer (4316), Maj; Civil Engineering Staff Officer (5516), Maj; Supply Officer (6424), Capt; Executive Officer (7016), Lt Col; Administrative Officer (7024), Capt; Information Officer (7224), Capt; Personnel Officer (7324), Lt; Education and Training Officer (7524), Maj, Lt; Legal Staff Officer (8816), Maj; Air Operations Supervisor (27170), TSgt; Aircraft Maintenance Technician, 1 or 2 Engine (4317A), MSgt; Organizational Supply Specialist (64650), A1C; Administrative Clerk (70250), SSgt, A1C; Administrative Supervisor (70270), TSgt; Stenographic Specialist (70450), SSgt; Legal Technician (70570), TSgt; Information Specialist (72150), SSgt; Personnel Specialist (73250), A1C; Personnel Technician (73270), TSgt; Education Specialist (75150), SSgt.

2483D AF RESERVE SECTOR, Richards-Gebaur AFB, Mo.

Operations Staff Officer (1416), Maj; Air Operations Officer (1435A), Capt; Communications-Electronics Staff Officer (3016), Maj; Aircraft Maintenance Staff Officer (4316), Maj; Civil Engineering Staff Officer (5516), Maj; Supply Officer (6424), Capt; Executive Officer (7016), Lt Col; Administrative Officer (7024), Capt; Information Officer (7224), Capt; Personnel Officer (7324), Lt; Education and Training Officer (7524), Maj, Lt; Legal Staff Officer (8816), Maj; Air Operations Supervisor (27170), TSgt; Aircraft Maintenance Reciprocal Engine Technician (4317A), MSgt; Organizational Supply Specialist (64650), A1C; Administrative Clerk (70250), SSgt, A1C (5); Administrative Supervisor (70270), TSgt; Legal Technician (70570), TSgt; Information Specialist (72150), SSgt; Personnel Specialist (73250), A1C; Personnel Technician (73270), TSgt; Education Specialist (75150), SSgt.

2484TH AF RESERVE SECTOR, U. S. Naval Air Station, Dallas, Texas

Administrative Clerk (70250), A1C (3); Stenographic Specialist (70450), SSgt; Information Specialist (72150), SSgt; Personnel Specialist (73250), A1C; Personnel Technician (73270), TSgt; Education Specialist (75170), SSgt.

2485TH AF RESERVE SECTOR, 1500 Airport Drive, Shreveport, La.

Operations Staff Officer (1416), Maj; Air Operations Officer (1435A), Capt; Communications-Electronics Staff Officer (3016), Maj; Aircraft Maintenance Staff Officer (4316), Maj; Civil Engineering Staff Officer (5516), Maj; Supply Officer (6424), Capt; Executive Officer (7016), Lt Col; Administrative Officer (7024), Capt; Information Officer (7224), Capt; Personnel Officer (7324), Lt; Education and Training Officer (7524), Maj, Lt; Legal Staff Officer (8816), Maj; Air Operations Supervisor (27170), TSgt; Aircraft Maintenance Reciprocal Engine Technician (4317A), MSgt; Organizational Supply Specialist (64650), A1C; Administrative Clerk (70250), SSgt, A1C (5); Administrative Supervisor (70270), TSgt; Legal Technician (70570), TSgt; Information Specialist (72150), SSgt; Personnel Specialist (73250), A1C; Personnel Technician (73270), TSgt; Education Specialist (75150), SSgt.

2490TH AF RESERVE SECTOR, Mitchel AFB, N. Y.

Aircraft Maintenance Staff Officer (4316), Maj; Supply Officer (6424), Capt; Personnel Officer (7324), Lt; Education and Training Officer (7524), Maj, Lt; Air Operations Supervisor (27170), TSgt; Aircraft Maintenance Reciprocal Engine Technician (43171A), MSgt;
see JOB MART page 10

GLOBEMASTERS *for Reserve...*

For some years now, the U. S. Air Force has had an intercontinental bomber capability. It has been only a question of time when the Air Force Reserve troop carrier force could be considered to have a comparable intercontinental airlift capability. The announcement of assignment of C-124 Globemaster transports to the Air Force Reserve places that potential on the immediate horizon.

Focal Point

When the Lebanon crisis arose there was much speculation as to whether Air Force Reserve troop carrier planes would become involved in transporting troops to that small country in the Middle East. There also was much wishful thinking by many Reserve troop carrier people, but the limited size and range of their C-119 *Flying Boxcars* made them appreciate the reality of the situation. The saving grace was their utilization for stateside cargo and troop hauls to relieve the workload on Regular Air Force troop carriers which were engaged in cross-Atlantic activities.

... situation changes.

In keeping with the *Ready Now* concept for the Air Force Reserve, plans have been formulated to convert a number of troop carrier squadrons to the giant C-124 *Globemaster* cargo carriers. The plan calls for equipping three squadrons by the end of Fiscal Year 1961; two squadrons during Fiscal Year 1962; and another squadron in Fiscal Year 1963. It is anticipated that additional squadrons will be converted to the heavy aircraft as the program develops.

... first units named.

Reserve units slated for the *Globemasters* in Fiscal Year 1961 are the 77th Troop Carrier Squadron, Donaldson AFB, S.C.; 706th Troop Carrier Squadron, Barksdale AFB, La.; 305th Troop Carrier Squadron, Tinker AFB, Okla.; and 303d and 304th Troop Carrier Squadrons, Richards-Gebaur AFB, Mo., during Fiscal Year 1962. These units will

receive the heavy planes as they become available from Regular Air Force stocks. It is anticipated that receipt of the aircraft will coincide as nearly as possible to the scheduled conversion plan. Later conversion will see C-124 squadrons at locations soon to be announced.

... crew training has begun.

Airmen from four Air Force Reserve troop carrier units reported to Chanute AFB, Ill., November 21, to begin learning the mechanical side of C-124 *Globemaster* operations. The airmen are members of the 442d TCW, Richards-Gebaur AFB, Mo.; 305th TCSq, Tinker AFB, Okla.; 706th TCSq, Barksdale AFB, La.; and 77th TCSq, Donaldson AFB, S. C. Studies will include maintenance techniques and problems which will be involved as the Air Force Reserve units convert from C-119 *Flying Boxcars* to the giant C-124s. On November 23, one pilot from each squadron began transition training in the C-124s at Tinker AFB, Oklahoma.

... conversion to be complex.

Availability of the *Globemasters* is less a problem than the ramifications which are anticipated in getting ready to accept them at the Reserve squadron level. The giant cargo planes present complexities and perplexities which are peculiar only to their size, and as a result require heavy duty runways and unique maintenance facilities. These considerations are mandatory in the selection of bases at which they will be stationed.

For example, part and parcel of the C-124 maintenance equipment is the *Shu 1/F Nose Dock*. As the sweater is to the overcoat, so the nose dock is to the hangar—at least as far as the *Globemaster* is concerned. A hangar for the C-124 would cost in excess of three million dollars, while the nose dock costs less than a sixth of that sum.

As the name might imply, the *Shu 1/F Nose Dock* is a structure which covers the nose, cabin, engine and wing assemblies of C-124s during maintenance periods. Other than that, the giant planes are outdoor birds which never see the inside of a hangar.

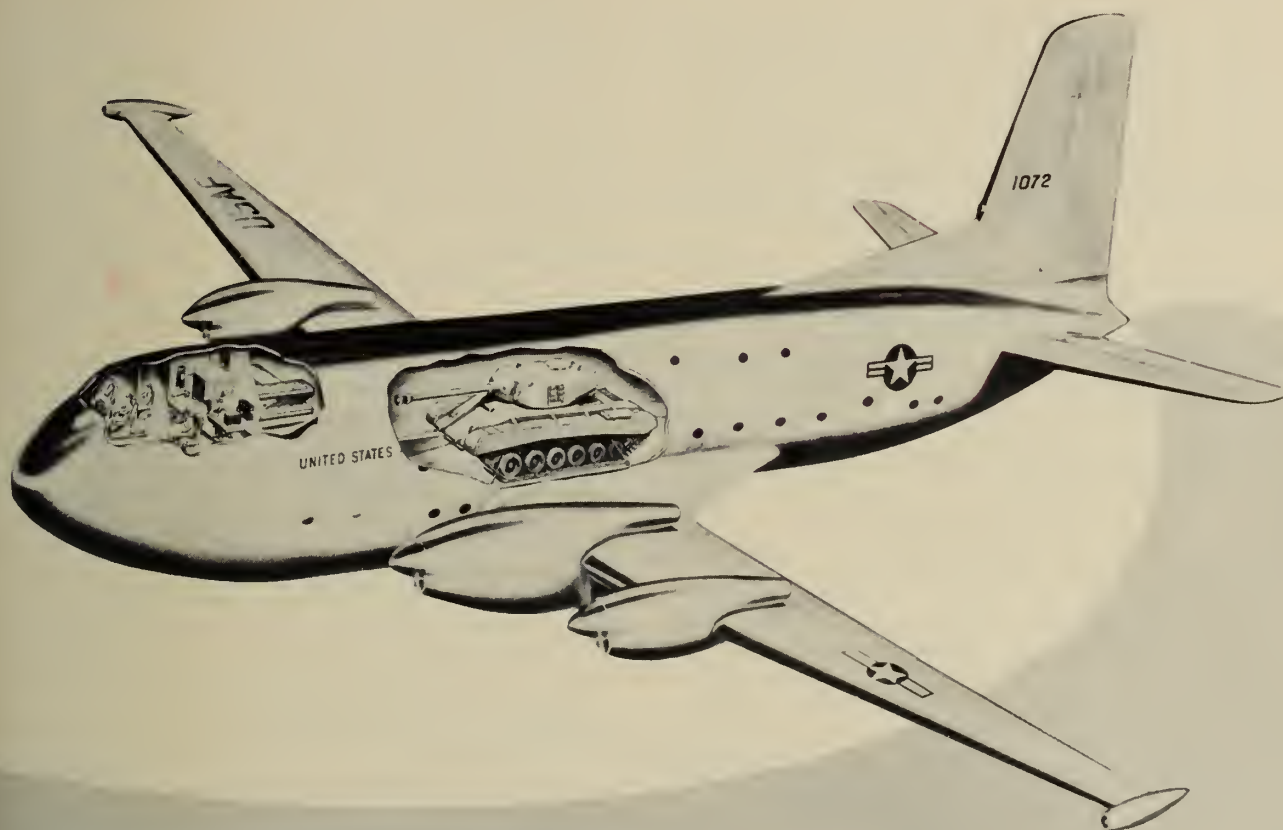
... biggest problem is the crew.

While facilities for the *Globemasters* pose areas for thoughtful consideration, they are hardly as complex as the problem of manning the outsized aircraft. Essentially, the C-124 is a "team" aircraft, and crew members must operate with the precision of a finely constructed timepiece. Experienced *Globemaster* pilots say it is a relatively easy plane to fly, but insist that the most difficult crew position to be manned is the panel engineer's slot. This and other areas of individual training require extensive lead time if the C-124 program is to be successful.

Unlike engineers on most other large cargo aircraft, the *Globemaster's* panel engineer is in the unique position of sharing responsibility of the plane's control with the pilot. In almost every situation the engineer makes all power settings and necessary in-flight operations. He also supervises control of engine performance and monitors the use of fuel. All this, of course, is performed under supervision and at the verbal command of the pilot. But the pilot very often does not have physical, and in some cases, visual control of these facilities. It is easy to understand why the pilot—and the Air Force—would be very choosy about the qualifications of the man who sits at the engineering panel.

Training of other crew members and maintenance personnel is less rigorous, but academic schooling is mandatory in practically every case. For example, transition training will occupy 45 days; maintenance personnel must devote 45 days to learning this plane; a loadmaster qualified on another type aircraft must undertake a seven-week course on the C-124 for proper qualification. In addition, crew members will be required to spend five days undergoing simulator training.

A training program of this nature assumes mammoth proportions when considered in terms of utilizing Air Force Reserve personnel. To simplify the problem and reduce it to workable terms, the original training program is to be



Several factors complicate the procurement and retention of C-124 panel engineers. While resident schooling at two different Air Force institutions for a total of 168 days is required to meet the academic requirements for this duty, this by no means constitutes full qualification. A 200-hour period as assistant or student engineer must be spent by the aspirant on the aircraft before he is permitted to assume full responsibilities. So valuable are these highly trained individuals that many commercial airlines follow each man's progress with keen interest. The intention is obvious and while flattering, it only increases the Air Force's retention problems.

... maximum flying required.

The *Globemaster* requires maximum flying time to be operated profitably. Crewmen with close acquaintance with the large birds are convinced that it is the only airplane that literally wears out while sitting on the ground. To forestall this eventuality it is necessary that two cockpit crews per aircraft be provided. This means that 16 cockpit crews per squadron must fly more than 175 hours annually.

based on Air Reserve Technicians. Additional crew members will be trained from this cadre.

... versatile aircraft.

The C-124 *Globemaster* is a proven aircraft of great versatility which can fly extremely heavy loads over short distances, or proportionately smaller loads over longer trips. As a cargo carrier it is unexcelled since it can receive large pieces of equipment through its big clam-shell doors. As a personnel carrier it can haul up to 200 persons. In actual troop drops it can discharge as many as 120 paratroopers efficiently and with safety. While it can drop as high as 170 troopers in one pass, this is not practical because of a safety and drop pattern limitation. It is not possible to get that number of paratroopers out of the plane fast enough to conform to the length of the average drop zone.

With the C-124 *Globemaster*, Air Force Reservists will have equipment to enhance their long-held status in "big time" troop carrier operations. The only item now needed is *lead time*—enough of it to fit the *Globemaster's* size.

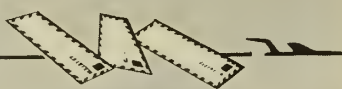
Q. I forwarded a change of address to the Air Reserve Records Center and my request was returned for more information. Must I use a special form to have a change of address made?

A. It is not necessary to use a special form. A letter or card will serve the purpose, if it is legible and complete. It is imperative that your service number be correctly given. It is also necessary that your name is clearly written (printing preferred) exactly as your original enlistment and that the new address is clear. All records at the Air Reserve Records Center are kept by service number.

Q. My enlistment expired on June 27, 1960. I have not received my Discharge Certificate. I moved in February, but failed to notify you of my change of address. How can I get my discharge documents?

A. Your discharge documents were returned to us undeliverable and were forwarded to Chief, Air Force Branch, Military Records Center, GSA, St. Louis 32, Missouri. You may request them from that office.

AIR MAIL



Q. Will my communication receive more expeditious handling if I address it to an individual at ARRC?

A. If mail is addressed to an individual it is considered personal mail and in the event the addressee is not on duty your communication may be delayed. Address all communications to the ARRC, 3800 York Street, Denver 5, Colorado. When making a reply to a request for information and the office of primary interest is known by the "In Reply Refer To" line it will expedite routing if the communication is addressed to the requestor.

Q. I am a Reservist and quite recently I forwarded my point credits and a request for a copy of my discharge from the regular Air Force to the Air Reserve Records Center by Air Mail-Special Delivery. I needed the Discharge immediately for employment purposes. Is this the proper way to get immediate action?

A. All communications are processed to the action agencies immediately upon receipt at the Center, regardless of type of mail used. To expedite replies to your correspondence, limit your requests and information to one subject per letter. This will eliminate "Thru" and "To" routing.

Q. As a Reservist, may I be credited with points for a civilian occupation related to my military AFSC?

A. No. Points are awarded for a Reservist's efforts beyond that required in the normal course of his civilian occupation. Such effort must be controlled by the military.

JOB MART from page 7

Organizational Supply Specialist (64650), A1C; Administrative Clerk (70250), SSgt, A1C (5); Stenographic Specialist (70450), SSgt; Legal Technician (70570), TSgt; Personnel Specialist (73250), A1C; Personnel Technician (73270), TSgt; Information Specialist (72150), SSgt; Education Specialist (75150), SSgt.

2491ST AF RESERVE SECTOR, Manchester Municipal Airport, Grenier AFB, N. H.

Air Operations Officer (1435A), Capt; Air Operations Supervisor (27170), TSgt; Organizational Supply Specialist (64650), A1C (5); Administrative Clerk (70250), SSgt; Stenographic Specialist (70450), SSgt; Legal Technician (70570), TSgt; Personnel Specialist (73250), A1C; Personnel Technician (73270), TSgt; Education Specialist (75150), SSgt.

2492D AF RESERVE SECTOR, Greater Pittsburgh Airport, Coraopolis, Pa.

Air Operations Officer (1435A), Capt; Education Specialist (7524), Lt; Air Operations Supervisor (27170), TSgt; Aircraft Maintenance, 1 or 2 Engine (43171A), MSgt; Organizational Supply Specialist (64650), A1C; Administrative Clerk (70250), SSgt, A1C (5); Administrative Supervisor (70270), TSgt; Stenographic Specialist (70450), SSgt; Legal Technician (70570), TSgt; Information Specialist (72150), SSgt; Personnel Specialist (73250), A1C; Personnel Technician (73270), TSgt; Education Specialist (75150), SSgt.

2493D AF RESERVE SECTOR, Andrews AFB, Md.

Operations Staff Officer (1416), Maj; Air Operations Officer (1435A), Capt; Communications-Electronics Staff Officer (3016), Maj; Aircraft Maintenance Staff Officer (4316), Maj; Civil Engineering Staff Officer (5516), Maj; Supply Officer (6424), Capt; Executive Officer (7016), Lt Col; Administrative Officer (7024), Capt; Information Officer (7224), Capt; Personnel Officer (7324), Lt; Education and Training Officer (7524), Maj, Lt; Legal Staff Officer (8816), Maj; Air Operations Supervisor (27170), TSgt; Aircraft Maintenance Reciprocal Engine Technician (4317A), MSgt; Organizational Supply Specialist (64650), A1C; Administrative Clerk (70250), SSgt, A1C (5); Administrative Supervisor (70270), TSgt; Legal Technician (70570), TSgt; Information Specialist (72150), SSgt; Personnel Specialist (73250), A1C; Personnel Technician (73270), TSgt; Education Specialist (75150), SSgt.

2494TH AF RESERVE SECTOR, Clinton County AFB, Wilmington, Ohio

Operations Staff Officer (1416), Maj; Air Operations Officer (1435A), Capt; Communications-Electronics Staff Officer (3016), Maj; Civil Engineering Staff Officer (5516), Maj; Information Officer (7224), Capt; Personnel Officer (7324), Lt; Education and Training Officer (7524), Maj, Lt; Air Operations Supervisor (27170), TSgt; Organizational Supply Specialist (64650), A1C; Administrative Clerk (70250), SSgt, A1C (5); Stenographic Specialist (70450), SSgt; Legal Technician (70570), TSgt; Information Specialist (72150), SSgt; Personnel Specialist (73250), A1C; Personnel Technician (73270), TSgt; Education Specialist (75150), SSgt.

2495TH AF RESERVE SECTOR, 579 Peachtree Street, Atlanta, Ga.

Air Operations Officer (1435A), Capt; Education and Training Officer (7524), Lt; Organizational Supply Specialist (64650), A1C; Administrative Clerk (70250), SSgt, A1C (5); Administrative Supervisor (70270), TSgt; Stenographic Specialist (70450), SSgt; Legal Technician (70570), TSgt; Information Specialist (72150), SSgt; Personnel Specialist (73250), A1C; Personnel Technician (73270), TSgt; Education Specialist (75150), SSgt.

2496TH AF RESERVE SECTOR, 4263-65 Henderson Boulevard, P. O. Box 10808, Tampa 9, Fla.

Personnel Officer (7324), Lt; Air Operations Supervisor (27170), TSgt; Aircraft Maintenance, 1 or 2 Engine (43171A), MSgt; Organizational Supply Specialist (64650), A1C; Administrative Clerk (70250), SSgt, A1C (5); Legal Technician (70570), TSgt; Information Specialist (72150), SSgt; Personnel Technician (73270), TSgt.

Reservists who haven't looked into the opportunities awaiting them with the Civil Air Patrol, are not getting the "point!" At least they are not getting all the retirement points available to them . . . because Reservists can earn points in CAP.

CIVIL
AIR
PATROL



Air Force Reservists may be overlooking one of the finest and most logical uses of their talents.

For Reservists who are not matched to a mobilization assignment, consideration may well be given to the abundant opportunities now available for service with the Civil Air Patrol units.

Under the provisions of AFR 45-15, Reservists are authorized to participate in the CAP program in many of its wide range of activities. Openings exist at all levels of command from the local squadron on up.

As an auxiliary of the Air Force, Civil Air Patrol has a proud history which dates back to 1941 when the President called upon our civil air capability to strengthen national security. Since then the organization has expanded to a current network of regions, wings, groups and squadrons which blanket the nation with 70,000 senior and cadet members.

This auxiliary arm of the Air Force is charged with the responsibilities of recruiting and training thousands of cadets and senior members, conducting search and rescue missions in cooperation with CONAC, providing a ready and effective communications network of 13,500 licensed radio operators and the conduct of well-planned programs of aerospace education for the citizenry of this nation.

Manned by civilian adult and cadet volunteers, backed by active Air Force support, CAP units are engaged in aggressive programs which have created the need for additional advisory and instructional personnel in most units.

CAP support by Col. Theodore Holiday, AFRes, retired, commander of the 9140th Air Reserve Group at Chicago-McDwaid International Airport, Park Ridge, Ill., is one of the country's leading examples of the close-knit relationship between the Air Force Reserve and Civil Air Patrol.

His outstanding contributions to CAP, augmenting an already busy schedule, include establishing aerospace education institutes and workshops; instructor for two flights of cadets; active advisor to the DuPage Squadron, CAP; member of the board of review for annual selection of cadets to attend the International Air Cadet Exchange; judge of drill team competition; participation in summer encampments, and encouragement of other Air Force Reservists in the Chicago area to help the CAP program.

Reservists will find Civil Air Patrol a ready-made organization for their talents, and in turn, will be able to earn more of the all-important retirement credit points.

Air Force and CAP regulations relative to participation of Reservists for point-gaining purposes have received some clarification. CONAC Letter, 31 October 1960, Subj: "Air Force Reservists Participating with Civil Air Patrol," stated:

"Air Force Regulation 45-15, 10 July 1957, gives specific authority for Reservists to perform duty including instruction with Civil Air Patrol units. Center commanders will so ap-

praise their Reservists and encourage them to participate with CAP units. Points may be given in connection with the planning, training, administration, liaison, and instructional duties with Civil Air Patrol. Points earned are in addition to, but not in lieu of the mandatory participation requirements required by the PROGRAM ELEMENT to which the Reservist is assigned. Personnel assigned to NARS may be attached for training in accordance with paragraph 10, AFR 45-19. This subparagraph has recently been clarified by the Air Force as *only* authorizing retirement and retention point credit for Reservists *not* members of the Civil Air Patrol for certain duty performed with the CAP.

On a national basis, the need exists for many hundreds of Reservists to assist in the CAP program. This fact was brought out by a recent survey conducted by Pacific Region, CAP. It was found that in the states of California, Nevada, Oregon, and Washington, upwards of 200 qualified Reservists can be utilized now. Similar assignments are needed in units throughout the 52 wings of CAP, which include the 50 states, District of Columbia, and Puerto Rico.

Any Reservist who is interested in participating in CAP activities on a point-earning basis, should write a letter of inquiry to the National Hq, Civil Air Patrol, Ellington AFB, Texas.

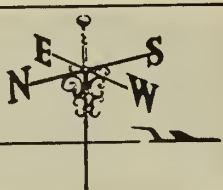
Cited for service in support of the Civil Air Patrol, Lt. John DeGenovo (l) and Col. Robert W. Tucker, Rhode Island ANG chief of staff, receive plaques from CAP Squadron Cmdr. Maj. Morio R. Russillo. Lt. DeGenovo was reworded for five years service as an instructor while Col. Tucker was cited for his support of the CAP youth aerospace training program.



ANG SCORES "FIRST"—Spanning the Pacific in two C-97 aircraft, airmen of the 146th Air Transport Wing, California ANG, Van Nuys, Calif., recently completed their first self-supporting training mission to Tachikawa AB, Japan. The aircrews, which have been transitioning since last January, were the first ANG members to arrive in Japan flying their own unit-maintained and assigned aircraft. The flights herald a series of ANG training missions to acquaint 146th aircrews with Pacific bases, where they would be assigned in case of a national emergency.

"1000-HOUR" AWARD — Twenty-one airmen of the 442d TCW, Richards-Gebaur AFB, Mo., including Wing Commander Col. Charles D. Daily, are now holders of the "1000-hour" C-119 flying award, a CONAC honorarium in recognition of those who have served as aircrew members of a C-119 for 1,000 hours of actual flight. Latest recipients were Maj. Valgene Mathews, Captains James L. Bartimus, Lafate King, William A. Kropf, Thomas Mahurin, Byron Maddox, Melvin Stoner, Richard Trast, 1st Lt. Richard McMahon, TSgt. Charles Mathis and SSgt. Richard Pipher.

CROSS COUNTRY



MADISON AVENUE TOUCH — Hats off to the men of the 2677th AResC, Miami, Fla. and the aggressive manner in which they have spread the Air Force Reserve story! The center plotted an imaginative campaign throughout the first half of 1960, introducing such features as use of billboard space at Connie Mack stadium, recruiting posters in stores and public buildings, decorations on bus benches, posters on all Miami city buses, regular spot announcements over a score of radio and TV stations, plus a feature race at Tropical Race Track, Miami, in honor of the AF Reserve, with Center Commander Lt. Col. Thomas L. Burson, presenting a trophy to the winning jockey.

MARS MISSION — The 302d TCW, Clinton County AFB, Ohio recently demonstrated its close kinship with the local Military Affiliate Radio System net and simultaneously publicized the MARS mission by sponsoring a display of MARS equipment for area visitors. The complete mobile unit along with high frequency, continuous wave and teletype facilities mounted on a flatbed trailer was manned and operated by Cincinnati MARS members.

CLAIM DISPUTED — C-119 pilots of the 304th TCSq, 442d TCW, Richards-Gebaur AFB, Mo., quickly challenged the 69th TCSq, Dallas NAS, Texas which claimed the record number of pilots with more than 1,000 hours in the *Flying Boxcar* (August's *Air Reservist*). The 304th countered with nine pilots and 12,959 C-119 aircraft hours compared with the 69th's seven with 9, 633. Listed by the 304th with more than 1,000 hours are Captains L. King (1035), J. L. Bartimus (1070), H. A. James (1219), B. C. Maddox, Jr. (1094), R. L. Shippee (1309), J. W. Taylor (1826), and Lieutenants A. J. Maimer (1914), B. D. Wunsch (1722) and B. E. Wunsch (1770).

EX-EDITOR RETIRES — Lt. Col. Franklin Hibel, former editor of *The Air Reservist* for four years (1954-58), retired Dec. 31 after 20 years of Air Force service. Col. Hibel's last assignment was as commander, 2686th Air Reserve Center, Jacksonville, Fla. A veteran information officer and newspaperman, Col. Hibel has had among his assignments such slots as USAFE deputy information officer, and office in-charge of Armed Forces Press Service . . . Representative Overton Brooks (La.) inserted a VFW resolution into the Congressional Record in support of the ROTC program, especially at land-grant colleges and universities. Rep. Brooks said, "Our Reserve is extremely important to the proper defense of our country and should not be abandoned but should be expanded more and more." . . . First enlistee for a Reserve Base Support Group is SSgt. Lloyd R. Gardner who joined the 8334th Air Force Reserve Base Support Group, Westover AFB, Mass., on October 5 . . . The "Annual Reserve Effectiveness Trophy" is now the prize of the Milwaukee AResC as the result of outstanding achievement in the Reserve Program during fiscal year 1960. The center obtained this enviable position after a year of hard work and keen competition with the centers at Omaha, Des Moines and Minneapolis . . . Three AF Reserve engineering experts contributed a runway evaluation survey for 314th TCSq during their weekend training at McClellan AFB, Calif. Capt. Douglas Dean, Lt. Raymond Forsyth and Major Kenneth Jones helped determine military capabilities of various auxiliary airstrips which may be of use to the Air Force and the Air Force Reserve.

A practical demonstration of service unity highlighted the move of the 9533d Air Reserve Squadron, Youngstown, Ohio to Youngstown Air Force Station. The squadron, an individual training unit which offers classroom instruction, about 70 Ohio Air Reservists, received help from the Marine Instructor-Inspector staff of the 3d Engineer Company (Re) who cheerfully volunteered two trucks and men . . . Meritorious service as assistant staff judge advocate at Donalds AFB, S. C., during the period September 25, 1958 to January 28, 1960 earned the Air Force Commendation Medal for Captain Robert A. Butler, AFRes . . . The item about Col. Elmo K. Ballard, Miami Air Reservist, in November's *Air Reservist* neglected to mention the contributions of Col. Gerald J. Yonkman, and Captains Charles J. Roemer, Joseph J. Cartus, Donald E. Knapp, also of the USAF Academy liaison team. In telling the AF Academy story, Col. Ballard and Capt. Ross gave 83 appearances before an estimated 293,064 people in the Miami area.

GUARD NOTES: With a major role in the January, 1961 joint service exercise in Alaska, "Willow Freeze," Kentucky Air National Guard RB-57s of the 123d Tac Recon Wing will photograph a 70-mile drop zone in Alaska to open the operation. After C-119 aircraft of the Tactical Air Command drop 5,000 Army troops into the area, KYANG's RB-57s will return in February to photograph the area.

Recent adoption of an improved F-84F Dart Tow Target System by the U.S. Air Force and the National Guard Bureau is credited to a design submitted by the 108th Tactical Fighter Wing, New Jersey ANG, McGuire AFB, N. J. SSgt. Wesley Ward of Fort Monmouth, N. J., took a leading part in the development of the new system which was successfully flight tested at Nellis AFB, Nevada last June. After November 1, 1960 the New Jersey ANG system became the only design approved by the National Guard, thus suspending an earlier development built by the Ohio Air National Guard's 12th TFWg at Lockbourne AFB.



Pentagraphs

NARS DIVIDED: The Air Force Reserve Non-affiliated Reserve Section (NARS) was divided into two parts as of September 30, 1960. Reservists who have military obligated service to complete (obligors) have been separately identified from those who have no obligations (non-obligors). All Reservists assigned to NARS may participate in irregular and unassigned training or training through correspondence courses. Non-obligors have a training requirement and must earn at least fifteen points per year. Obligor assigned to NARS are surplus grade and kill-wise, to AF Reserve Personnel War Requirements but must be retained until their service obligation is completed. Of the Reservists assigned to NARS on the change-over date, about two-thirds were obligors, mostly airmen.

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IMPORTANT ECI NOTE: The Air University announced suspension of new enrollments in all ECI courses effective November 21. ECI enrollments have been increasing at such an unprecedented rate that workload is now beyond capability of currently authorized resources. USAF and CONAC recognizes the impact of such action throughout the Reserve forces and particularly the impact upon those Reservists who rely almost entirely on ECI as a means to obtain point credit for satisfactory participation and retirement. It is anticipated that the Air University will be able to accept new enrollees within the next 60 days. During the interim all Reservists presently participating in the program are advised to remain active to avoid being dropped.

★ ★ ★

FIRST SERGEANT OFFICIAL: The Air Force toplock is here to stay, says USAF. Besides retaining the time-honored title he is going to get a separate AFSC that distinctly identifies his job. Effective March 31, 1961, in a change already approved in AFM 5-1, the first sergeant AFSC 73170 will be retired and will be replaced by the newly created AFSC 01090. The change moves the first sergeant specialty out of the 73 field (Personnel) into its own separate domain. The new AFSC also opens the way for first sergeants to move upward to CMSgt (E-9) and MSgt grades, a step that was uncertain under the old AFSC. Input into the first sergeant career field will continue to be from any career area. Present holders of the old AFSC 73170 will be awarded the new one by direct conversion.

PAY STATUS UP: The Air Force Reserve pay status increased recently. Decline during past months had been due to the realignment of individual Reservists to Fiscal Year 1961 requirements and an associated delay in the process. Realignment and assignment process was mechanized this year by the Air Reserve Records Center. This required suspension of recruitment for Part II and III positions during most of the second half of FY 1960 while the Center accomplished the switch to mechanization. Substantial monthly increases are expected from now until the end of this fiscal year. The pay status is expected to reach the Department of Defense Ceiling on or prior to June 30, 1961.

★ ★ ★

INSURANCE DIVIDEND: The Veterans Administration says that more than 5-million veterans holding GI life insurance policies will share in regular annual policy dividends totaling \$258,500,000 during 1961. The dividends are a refund to policy holders of part of their premium payments, VA says. Dividends totaling \$240,000,000 will be paid to approximately 4,800,000 policyholders of National Service Life Insurance (NSLI), which originated in WWII. Some \$18.5-million in dividends will be paid to approximately 260,000 policyholders of U.S. Government Life Insurance (USGLI), which originated in WWI. The refunds are made principally because the death rate among GI policyholders continues to be lower than the rate upon which the premiums were established by law. The dividends will be paid as soon as possible after the 1961 anniversary of the date each policy is issued. Payment is automatic, and VA cautions that policyholders will receive dividends sooner if they do not delay the processing by making advance individual inquiries.

★ ★ ★

GUARD NOTE: The National Guard Bureau said that it is closing Wendover AFB, Utah after having operated it as a field training site for the past year. It was established early in 1960 to check out ANG air defense crews based in the western states in rocket and missile gunnery. In 1961, ANG air defense squadrons will conduct field training at their home stations, concentrating on intercept exercises in the area assigned to them by the Air Defense Command. However, each squadron equipped with missile firing aircraft will visit USAF's Air Defense Weapons Center, Tyndall AFB, Fla., at some time during the year for refresher training.



COMPETENCY IN SPACE . . .

How important is the military role in space and how important is the Air Force role in that operational medium?

The first part of this question has been answered in much the same way by both the man who becomes the President and Commander in Chief this month, and by the outgoing Vice President. Their similar views on the question indicate a realization at the highest levels of our government that military supremacy in space is as essential to our security as military supremacy at altitudes near Earth.

"Control of space will be decided in the next decade," according to President-elect John F. Kennedy. "If the Soviets control space they can control Earth." He has also said that "the United States must have preeminence

Because of its assigned responsibilities, the Air Force has devoted its efforts, funds and dedication almost exclusively to aerospace operations from its earliest flights beyond man's natural environment—where he first had to learn to live with an oxygen mask. For the Air Force to make note of its competency in aerospace operations is not to take credit from the other military services. Their assigned responsibilities to the American people lie elsewhere, primarily, and are equally indispensable.

in security as an umbrella under which we can explore and develop space for the benefit of mankind." And, according to Vice President Nixon, "Our military forces must have the mission, and the necessary strength, to defend 'freedom of space'."

The task of building ground forces better-equipped and trained than any in the world is a monumental responsibility that must be met if our Nation is not to be outperformed in that specialized field. "The Soviet Army," according to a Senate subcommittee report, "has been com-

pletely modernized and reequipped since World War II." Likewise, the task of defending our Nation against enemy missile-launching submarines is truly gargantuan when one considers the exposure of our continent to oceans, the much larger numbers of Communist submarines, and the degree of invulnerability attributed to undersea craft.

The Air Force believes that each service's requirements for aerospace forces (using aircraft, missiles and spacecraft) are justified to the extent they enhance that service's ability to perform its assigned functions—and to the extent they cannot be provided for that purpose by the service with the primary function in aerospace.

Our Nation cannot afford the alternative to this procedure; that is, it cannot permit each service to be self-

sufficient in all the forces for land, sea, and aerospace warfare. For the sake of operational effectiveness and to avoid wasteful duplication, each service must (1) stick to its specialty, (2) become outstanding in that specialty in relation to the potential enemy threat, and (3) assist the other services in an interdependent team effort.

During the past 20 years the broadest base for current U. S. programs in aerospace has been largely developed by the Air Force—plus the aerospace industry, research institutions and Government agencies, such as NACA and

" . . . It is dangerous at this stage of civilization's progress to advance the thought of total and complete disarmament. Let us never abandon total disarmament as a goal for the future. But, assume for a moment that by some miracle of international accord all nations should discard all armaments without altering present intentions. The power advantage would accrue then to the nation with say, the largest population, or the best geographical location, or perhaps, the most natural resources . . . " — Air Force Secretary Dudley C. Sharp.

NASA, which have helped make the Air Force the world's leading aerospace arm. The know-how and facilities that have sprung from this military effort are a national resource of immeasurable value not only to Free World survival, but to scientific and technological advances for the welfare of mankind.

The deadly Soviet-Free World competition for military aerospace supremacy has given urgency to the Air Force's efforts to advance in aerospace achievements. However, its funds for this purpose have had to compete for priority with other national requirements.

There is not space on this page to give more than briefest mention of the people, facilities and achievements that demonstrate the Air Force's unparalleled competency to assume an even more strongly supported role in gaining and maintaining general aerospace supremacy for our Nation.

USAF FACILITIES . . .

The major U. S. missile and spacecraft test range, often is referred to as "Cape Canaveral, Fla." AF Missile Test Center operates Atlantic Missile Range.

Arnold Engineering Development Center, Tullahoma, Tenn., provides unparalleled wind tunnel, high altitude cells and other facilities for aerodynamic and propulsion testing.

AF Flight Test Center serves other services, NASA and industrial contractors.

ASTIA is the Nation's chief source of centralized technical information services.

The National Space Surveillance Control Center, developed by ARDC, collects, analyzes and reports on orbits and positions of all known satellites and space probes. It will also identify and follow unknown objects in aerospace around our planet. Now under operational control of NORAD.

USAF ACHIEVEMENTS . . .

Development of an aircraft and missile force able to deter war through capability to destroy enemy military forces that could otherwise destroy us. This, primarily, has provided the umbrella of security under which the Nation could engage in many pioneering aerospace developments—and could move toward matching and surpassing the Soviet in launching of heavy payloads so essential to other significant advancements.)

—Development of the *Atlas* ICBM, which became operational in 1959 after five years of intensive efforts. The *Atlas* ICBM, now near the end of its test phase, will become operational in 1961. *Minuteman*, to be a "mass produced" ICBM, will begin deployment in moving railway cars and in numerous underground sites in 1962. The Air Force-developed *Atlas* ICBM and *Thor* IRBM have boosted most of the Nation's successful military and non-military space vehicles to date. The Air Force *Thor* has boosted more successful payloads than all other U. S. boosters combined.

—The combination of *Atlas* with the *Agena-B* rocket gives the Air Force a launching vehicle for future satellite systems of substantial size, or carrying either men or instruments.

—During the past 10 years the Air Force became the Nation's primary high-thrust propulsion developer. Rocket engines developed from initial Air Force contracts with North American Aviation are used in the

Thor, *Atlas*, *Jupiter* and *Redstone* ballistic missiles. A version of the North American Aviation Rocketdyne engine is being clustered to boost NASA *Saturn* vehicle. NASA now has been assigned responsibility for development of very large thrust boosters.

—As of September, 1959, the official responsibility for launch and development of military space boosters was assigned by DOD to the Air Force. Also, for all practical purposes, the launch capability for the civil space program, directed by NASA, rests with the Air Force.

—The world was given a glimpse of the breadth of Air Force aerospace competency in a few days in August, 1960 when:

- Previous Air Force speed and altitude records near the outer fringe of the atmosphere were broken by the X-15, the Air Force-NASA experimental aerospacecraft, which was flown to an altitude of 136,500 feet and a speed of 2,196 mph in separate flights by Maj. Robert M. White and NASA test pilot Joe Walker.

- The first capsule was recovered from a satellite, *Discoverer XIII*, which had been sent into orbit from Vandenberg AFB, Calif. by a *Thor-Agena* booster.

- Air Force Capt. Joseph W. Kittinger, Jr. ascended to a new altitude for balloons, some 102,800 feet, and parachuted from the gondola in making tests of value to aerospace pilots.

- About a week later a capsule from space (from *Discoverer XIV*) was first caught in a mid-air snatch by a C-119 team. (This feat repeated on November 14th and again on December 10th.)

- The communications satellite, *Echo I*, was launched for NASA.

- *Atlas* was flown over 7,000 miles.

—A follow-on to the X-15 is the Air Force program for a piloted *Dyna-Soar*, boost-glide aerospacecraft.

AEROSPACE PEOPLE . . .

Aerospace Medical Center, Brooks AFB, Texas, trains flight surgeons for the Air Force and provides experts in aviation and space medicine, plus specially designed equipment for testing and performing basic research that will enable man to live in the realm far beyond the atmosphere, as well as under stresses within the atmosphere

—From its start, NASA's Project *Mercury* has been nourished by Air Force aerospace medical skills and people. Both the Air Training Command's School of Aviation Medicine and ARDC's Aerospace Medical Division (Wright-Patterson AFB, Ohio) have performed bioastronautic projects of great importance to the national effort in manned space flight.

—Nearly 10,000 doctors have been graduated from the School of Aviation Medicine. (Aviation medicine is a separate medical specialty.) 1,200 Air Force medical scientists are actively engaged in studying aerospace.

—The Air Force is working with hundreds of scientists throughout the Free World through its Office of Scientific Research. It farms out 90 per cent of its basic research in pure sciences to 250 universities, colleges and non-profit research organizations. 10% of its research of this kind is done for it by industry. Basic research is being conducted in propulsion, materials, electronics, geophysics, biosciences, and aeromechanics. More than 1,000 contracts are being monitored in hiring the best available scientific brainpower in the U. S., Canada, Latin America, Europe and the Near East.

AEROSPACE INFORMATION . . .

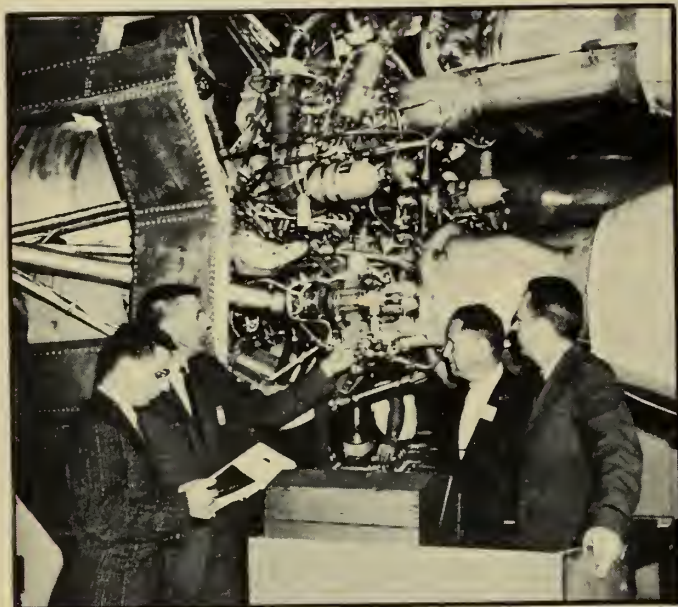
There are many volumes of facts about the achievements, facilities and people of the Nation's aerospace force. You will find a great many more details in back issues of this magazine and in magazines and books available in your nearest library.

Dominant Military Force

"Nuclear weapons, then jet aircraft, and now ballistic missiles have necessitated a reassessment of our strategies and concepts to ensure our possession of the means to withstand a surprise attack and preferably to prevent it. In these evaluations, one thing has become abundantly clear—despite new variables, the one constant factor is still the requirement for dominant military force which can repel and decisively counter any blow against us—regardless of circumstances. This means winning military strength—strength which concomitantly provides the greatest hope that aggression against this nation—or against our friends and allies—will never take place..."

—GEN. THOMAS D. WHITE
Chief of Staff, USAF





ORIENTATION VISITS—First-hand look at Titan ICBM's mammoth engine was highlight of four-day tour of the Martin Company (Titan's manufacturer) Denver, Colo., plant. Thirty AF Reservists of Fifth AF Reserve Region and members of newspaper media made the interesting tour.

...public awareness of the Air Force aerospace mission is the theme of

RESERVE CAMERA

...here are a few examples of how this is being achieved by the Air Reserve Forces.



CUB SCOUTS—Brig. Gen. Rollin B. Moore, Jr., 349th TCW cmdr., Hamilton AFB, Calif., engages in some long-range recruiting directed at Novato, Calif., Cub Pack 73 members. Gen. Moore answered questions and explained operations of C-119 flying boxcar aircraft assigned his unit.



PUBLIC OFFICIALS—During briefing of his state's ANG capability, Texas Governor Price Daniel received F-102 Delta Dagger model from Lt. Col. J. T. Crump, 149th Ftr Gp cmdr. Also present were Maj. Gen. L. K. Berry, Adj. Gen., and key officials of 149th and Convair Aircraft Company.



MILITARY CADETS—Kemper Military Academy cadets, Boonville, Mo., see survival equipment demonstration at 442d TCW, Richards-Gebaur AFB, Mo. A1C Glenn Atkinson (kneeling) shows equipment to cadets and Capt. R. H. Johnson's family, who accompanied cadets on the orientation tour.



AIR FORCE ROTC—The "Angel Flight" of Southern Illinois Univ., one of 41 in U.S., seeks to strengthen and promote interest in the Air Force, giving college women knowledge and educational information about the military services and supporting the advanced college AFROTC program.

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Ref

THE AIR

Reservist



FEBRUARY 1961

Selective
RECRUITING



prime emphasis...
recruitment of Airmen
to meet manning
requirements for all
READY Reserve units.
...page 6

"Quote..."

"...And so, my fellow Americans: ask not what your country can do for you—ask what you can do for your country.

"My fellow citizens of the world: ask not what America will do for you, but what together we can do for the freedom of man.

"Finally, whether you are citizens of America or citizens of the world, ask of us here the same high standards of strength and sacrifice which we ask of you. With a good conscience our only sure reward, with history the final judge of our deeds, let us go forth to lead the land we love, asking His blessing and His help, but knowing that here on earth God's work must truly be our own."

JOHN F. KENNEDY,
President of the United States

THE AIR **Reservist**

Vol. XIII—No. 2

FEBRUARY 1961

AIR FORCE RESERVE AIR NATIONAL GUARD
CIVIL AIR PATROL



Lt. Gen. William E. Hall
Commander, Continental Air Command

Col. Richard P. Haney
Chief, Office of Information, CONAC

EDITOR
Fred E. Giachino

ASSOCIATE EDITOR
Earl E. Lane

The Air Reservist is an official publication of Continental Air Command approved by the Secretary of the Air Force in accordance with Section 278, Title 10, U. S. Code. This section requires the dissemination of complete and up-to-date information of interest to the Air Reserve Forces.

Editorial Office: The AIR RESERVIST
OI, CONAC, Mitchel AFB, NY

The material contained in The Air Reservist is listed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by Hq. USAF.

... PEOPLE

ROBERT S. McNAMARA, the new Secretary of Defense, comes to the top DOD post with an impressive record in private business and military service. He also possesses an extensive educational background, including an honorary Doctor of Laws degree from the University of Alabama. Mr. McNamara was commissioned a captain in the Air Force in 1943, serving both in the European and Pacific theaters, and rose to the rank of lieutenant colonel by the war's end. For his pioneering work in the development of a statistical control system that was later applied to the whole logistic operation of the Force, he was awarded the *Legion of Merit*.



EUGENE M. ZUCKERT, an assistant Air Secretary when the new Department of the Air Force was created in 1947, has been appointed Secretary of the Air Force. No novice to the Air Reserve Forces he also performed duties in connection with Reserve Forces supervision during his undersecretaryship. The new Secretary has vast experience in the nuclear weapons field, serving as a member of the Atomic Energy Commission from 1952 to 1954. Since then, he has been an attorney and management consultant to many firms in the field of atomic energy.

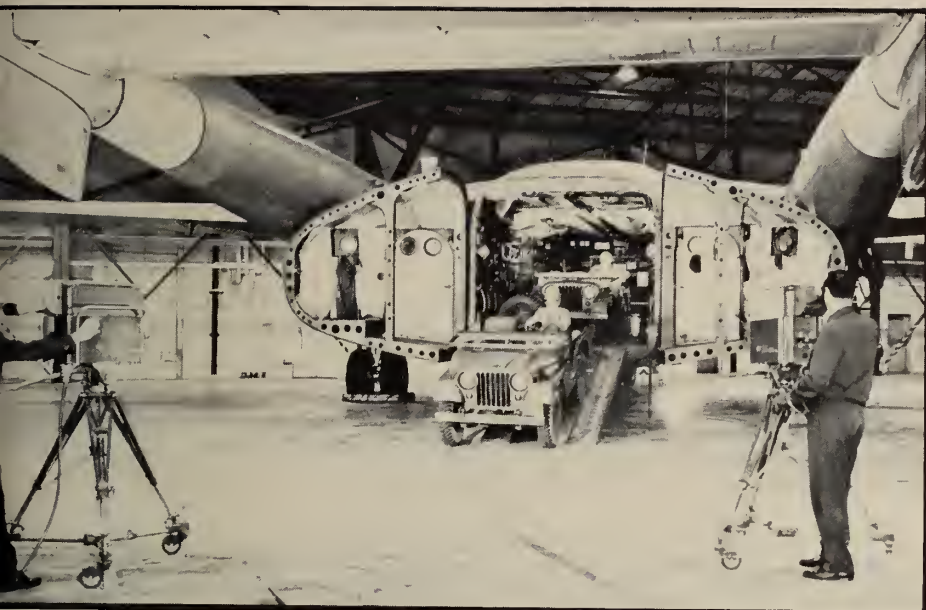


MAJ. GEN. HAROLD R. MADDUX, former commander of the 5th Air Force Reserve Region, has been assigned as vice commander of CONAC. A graduate of West Point in 1933, General Maddux earned his pilot's wings the following year. His varied assignments included duty with the AAF Technical Training Command; War Department General Staff; AAF in the Pacific, U. S. Strategic Air Force in the Pacific; Air Transport Command in Washington, D. C.; Ft. Totten, N. Y., and Paris, France; Office of the U. S. Military Government, Berlin, Germany; and MATS, Hickam AFB, Hawaii. He also served as director, Office of Manpower Requirements, Office of the Secretary of Defense and commander 10th Air Force Reserve Region.



MAJ. MICHAEL J. SKIERCH, executive and training officer of the 9139th ARGp, O'Hare International Airport, Illinois, is active in air education. Commander of an Air Force Association Squadron, has been active in its annual seminars. He was personally responsible for sponsoring, at his own expense, five high school students to attend a recent seminar. By doing so, he afforded these young aviation science enthusiasts the opportunity of attending technical talks by industry leaders and teachers.

A1C JAMES J. PENNINGTON, 121st Tactical Fighter Sq, District of Columbia ANG, is the first member of the Air Reserve Forces to be awarded the *Airman's Medal*, the new version of the *Soldier's Medal*. Airman Pennington was cited for his brave and swift action last September in combating an explosion and fire in an F-86H on the Air Guard ramp at Andrews AFB, Md. He made sure that the pilot of the aircraft escaped safely, then grabbed a fire extinguisher to fight the blaze. His action, despite danger of further explosions, prevented the blaze from spreading to nearby aircraft.



ELLINGTON FIELD STORY ON TV

Air Force Reserve, Air National Guard and Civil Air Patrol units teamed up with a Houston, Texas, television station at Ellington AFB to provide viewers with a closeup of the "Ellington Field Story." Aired over KHOU-TV in January, the half-hour program portrayed the aerospace age role of the sprawling base with a televised look at a jet fighter scramble, troop and cargo air carrier loading, and a plane-side interview with CAP members and their private planes.

... PLANS & POLICY

ANNUAL ACTIVE DUTY TRAINING requirement during Fiscal Year 1961 for all Air Forces Reserve Recovery and Base Support units has been waived. However, short tours of active duty for individuals assigned to these units are authorized for this period. The waiver is being exercised because it is felt that these units will be insufficiently manned prior to July 1, 1961. It is planned to provide two-week tours of active duty training during the 1st quarter of Fiscal Year 1962, which is July, August and September of 1961. Waiver of paragraph 4a, AFR 45-14 to permit a second short tour for Reservists who have already performed FY 61 tours will not be granted.

THE EXTENSION COURSE INSTITUTE announced partial reopening of enrollments in the ECI program. Courses will be added as rapidly as the workload and resources of ECI will permit. The following courses were opened for enrollment on January 16, 1961: (2) Squadron Officer School Course; (3) Command and Staff College Course; (4) War College Extension Course; (2041) Intelligence Operations Spec; (2324) Photograph Tech; (2500) Air Weather Off; (2930) Basic Radio Operator; (2932) Airborne Radio Operator; (3001) Air Electronic Off; (3002) AC&W Radar Maint Off — Light; (3003) AC&W Radar Maint Off — Heavy; (3004) Air Traffic Control Equip Maint Off; (3008) Communications Off; (3015) Advanced Communications-Electronics; (3018) Aircraft Radio Repairman; (3051) Aircraft Electronic Nav Equip Repairman; (3056) Air Traffic Control Radar Equip Repairman; (3068) Auto Track Radar Spec; (3069) Ground Shoran Equip Repairman; (3070) Advanced Electronics; (3111) Fundamental Principles of Guided Missiles; (3205) Armament Systems Off; (3220) Fire Control Systems Fund; (3628) Comm Machine Repairman; (4031) Photographic Repairman; (4241) Mech Acces and Equip Repairman; (4301) Aircraft Maintenance Off; (4611) Munitions Spec; (4725) Special Vehicle Repairman; (5331) Sheet Metal Worker; (5502) Civil Engineering Adm; (5503) Civil Engineering Tech Super; (6423) Warehouse Super; (6722) Finance Spec; (6815) Statistical Spec; (7035) Postal Spec; (7200) Information Off; (7513) Education Tech; (7902) Personal Counseling; (9100) Occupational Health.

DELIVERY OF THE FIRST C-124 to the 77th Troop Carrier Squadron, Donaldson AFB, S. C., last month signaled the transition of the Air Force Reserve cargo fleet to four-engined aircraft. The giant *Globemasters* are scheduled for the 77th, 305th, and 706th Troop Carrier Squadrons. Each of the squadrons will receive eight of the planes. Crew personnel are presently undergoing transition at Chanute AFB, Ill.

Since 1946 Air Force Reserve pilots and crewmen have undergone numerous aircraft conversions. During the early stages of the program they trained in the T-6 *Texan*, the T-7 navigator and T-11 bombardier trainers, the F-51 *Mustang*, the B-26 *Invader*, and the C-46 *Curtiss Commando*.

SMALL ARMS COMPETITION is open to experienced Air Force Reservists interested in membership on the CONAC Rifle or Pistol teams. Competitors are needed in .45 pistol, rifle, small bore and high power. Selected members will be awarded man-days of active duty for the purpose of entering various matches scheduled in the continental United States during this fiscal year. Team members will be supported by Hq CONAC during their training periods in preparation for the competitions. A number of matches, including the All-Air Force and the NRA National Matches, are programmed within the next few months. Interested Reservists should write without delay directly to the Small Arms Project Officer, Hq CONAC (OTR-U), Mitchel AFB, N. Y. Reservists should include their NRA classification, if any.

TWO CONFERENCES are scheduled at Orlando AFB, Fla., this month to discuss the Air Force Reserve troop carrier and air rescue operations.

The Troop Carrier Conference will be held on February 16-17 and will cover the C-124 conversion program; aircraft inventory transfers; flying hour allocations; planned exercises; and aerial port progress.

The Air Rescue Conference will be held on February 20-21 and will deal with the progress of the Air Reserve Technician survey program; non-prior service quotas; the hiring of survival technicians; and various aspects of administrative services, supply, maintenance and training.

The Troop Carrier Conference will be held under the supervision of 9th Air Force (TAC) and the Air Rescue Conference under Hq Air Rescue Service (MATS).

See PLANS & POLICY page 4

FEDERAL EMPLOYEES designated as occupying a "key position" are unable to retain *Ready* status. However, a recent policy issued by USAF permits *reclama* action.

The Air Force takes the position that the initial determination of availability of employees of the Executive Branch of the Federal Government rests with the Federal agency; this determination to be made only after a careful evaluation of the essentiality of the employee. The Air Force intends to reverse finally a determination of the employing agency only in exceptional and duly authenticated cases in which the essentiality for continued assignment to the *Ready* Reserve conclusively outweighs the claim of the employing agency. The determination that continued assignment of the individual to the *Ready* Reserve is essential must be based on a military necessity and will be the responsibility of the local commander of the Reserve unit of assignment. Final approval authority for continued retention in the *Ready* Reserve will be retained by Hq USAF.

USAF says that the desires of the individual with respect to continued assignment as a *Ready* Reservist are of primary importance as it is not intended that an individual's civilian employment be placed in jeopardy. Therefore, initial agreement must be reached between the local commander and the individual. In addition, no *reclama* action will be taken by the local commander until the Reservist has exhausted all appeal procedures provided by the employing agency. If these prove unsuccessful, and the individual desires to pursue the issue further, *reclama* action may be taken as follows:

- The Reservist or his immediate commander will attempt to resolve the difference of opinion at the local level with proper officials of the government agency.
- The *reclama* will be reduced to writing and will be forwarded through channels to AFPMP-R, Hq USAF, Washington 25, D. C., if the case cannot be resolved locally. Sufficient justification based on a military necessity must be submitted to indicate whether reconsideration of availability determination should be requested to the Federal agency at the national level. This letter will also include a narrative of prior attempts at resolution, a statement obtained from the Air Reserve Records Center regarding availability of a volunteer replacement, and a statement from the Reservist that he requests *reclama* action and desires to continue his assignment.

REEMPLOYMENT RIGHTS of Reservists and Guardsmen, who are required to perform active duty for training are guaranteed under Public Law 86-632, effective September 10, 1960. Department of Defense Instruction 1205.12 advises that the new law insures the protection of Reservists from loss of seniority, status, pay and vacation in their civilian jobs upon release from a period of active duty for training or inactive duty training. Under the law they retain these rights just as if they had not been absent for such purposes.

Reservists must report for reemployment at the next regularly scheduled working period after their return from training or within a reasonable time thereafter, if they are delayed because of factors beyond their control. Other provisions cover Reservists who are disabled while training or if they are hospitalized incident to their training only.

Reservists must request leave of absence from their employers for any kind of Reserve training, other than that which will require absence from their work; including weekly or weekend drills; annual tours of training duty; special course of instruction and other types of Reserve training. A Reservist need not formally request leave of absence prior to each weekly or weekend drill, since a single request citing the date and time of the regular drill periods will be satis-



coming
events

FEBRUARY

National Defense Week, February 12-22.

Air National Guard Muster Week, February 18-26.

Troop Carrier Conference, Orlando AFB, Fla., February 16-18.

Reserve Air Rescue Conference, Orlando AFB, Fla., February 20-21.

MARCH

Civil Air Patrol Aviation Safety Seminar, Ellington AFB, Texas, March 24-26.

APRIL

Air Reserve Forces Policy Committee Meeting, Pentagon, Washington, D.C., April 10-11.

Air National Guard Commanders Conference, Ellington AFB, Texas, April 18-20.

factory. Whenever the date and time of the regular drill periods are changed a new request will be necessary.

Administration of Public Law 86-632 is the responsibility of the Bureau of Veterans' Reemployment Rights, U. S. Department of Labor. Any of the Bureau's 19 field and area offices may be contacted for additional details on the law.

ANG AIRCRAFT CONVERSIONS will see a step-up with five more Air National Guard squadrons equipped with Boeing C-97 *Stratofreighters* by early spring. In line with the conversions, three crews and 25 ground crewmen each from Salt Lake City, Utah and Oklahoma City, Okla., were sent to Randolph AFB, Texas for training on January 16.

During the same period, four Air Guard squadrons will convert to aeromedical transport missions, two will acquire supersonic F-100 aircraft, and one will change to a tactical reconnaissance role. These changes are among those made public two months ago, but at that time it was expected that conversions would occur only after a year or more. However, as a result of recent changes in USAF programs, the aircraft are being made available to the Air Guard in the near future.

Squadron being assigned C-97s are the 128th, Marietta, Ga.; 185th, Oklahoma City, Okla.; and 191st, Salt Lake City, Utah. All are converting from fighter interceptor missions employing North American F-86L aircraft. The 105th, Nashville, Tennessee, and 155th, Memphis, Tennessee, are converting from tactical reconnaissance roles using the Republic RF-84.

The four units changing to aeromedical transport roles are the 156th, Charlotte, N. C., and 187th, Cheyenne, Wyo., which are converting from interceptor missions using the F-86L, and the 137th, White Plains, N.Y., and 167th, Martinsburg, Va., now flying F-86H tactical fighters.

NUMEROUS PERSONAL QUERIES are received each month by *The Air Reservist* from Air Force Reservists who desire information about their status, promotion, and other personnel actions. This is a time consuming procedure, because the information must be obtained from the Air Reserve Records Center where personnel records are retained. If readers have questions in the category of *personnel actions* they are advised to forward them directly to the Air Reserve Records Center, 3800 York Street, Denver 5, Colorado to save time. Be sure to include AF serial number for proper identification.

*The Air Reserve Forces
gain collective representation through...*

THE CONGRESSIONAL WING



The Air Reserve Forces have enjoyed representation and support on Capitol Hill in the past. Since the constituting of the 9999th Air Reserve Squadron in Washington, D. C., the future looks even more promising.

• • •

It has been said that members of Congress enjoy membership in one of the most exclusive clubs in the world. With this criterion it follows that the 9999th Air Reserve Squadron, which held its first meeting on January 17, 1961, has a unique position in the line-up of Air Force units. This unit holds its meetings in the auditorium of the New Senate Office Building in the Nation's Capitol; is commanded by Brig. Gen. Barry M. Goldwater, who is best noted as the Honorable Senator from Arizona; and has a membership composed entirely of Senators, Representatives and their aides, all Air Force Reservists.

The 9999th, which schedules its meetings every Tuesday morning, has a roll call which goes something like this: Senators Howard W. Cannon (Nevada) (deputy commander), Margaret Chase Smith (Maine), Clair Engle (California), Frank E. Moss (Utah), Hiram L. Fong (Hawaii), and Jack Miller (Iowa). Also on the roster are Representatives Robert W. Hemphill (South Carolina), Joe M. Kilgore (Texas), T. Ashten Thompson (Louisiana), James C. Wright, Jr. (Texas) and Clement J. Zablocki (Wisconsin).

Known as "The Hill" unit, the 9999th's principal speaker at the first meeting was as distinguished as the membership; he was General Thomas D. White, chief of staff of the United States Air Force. In greeting the members of the new unit, General White said: "This new squadron is of vast significance to the Air Force, and we are very long overdue in constituting it. I am grateful to you for your membership and your participation. We are on our part going to do everything we can to make this unit useful to you and of course useful to the nation and to the Air Force."

"The Air Force has strongly backed its Reserve program to date, and we intend to do so in the future. In spite of falling budgets we have maintained relatively stable funding support for the Reserve components . . . We want to make this a first class outfit. The resources for information here in Washington seem to me to be greater than anywhere else in the country, and that should work to our mutual advantage."

"As to our Reserve components in general, I believe that they have the highest military effectiveness of any of the Reserve components of any of the services. Our air units are equipped with quite modern weapon systems, and we propose to keep them that way. They are a 'going' outfit and have a very vital mission in our overall defense task."

Eligibility requirements for membership and attendance at

meetings of the 9999th Air Reserve Squadron include membership in the Air Force Reserve, either *Ready*, *Standby* or *Retired*; either officer or airman, and who are additionally either members of Congress, members of the staff of a member of Congress; (members of professional staffs of Congressional Committees) or other members of the Air Force Reserve who upon application to the 9999th Air Reserve Squadron are accepted by the commanding officer.

Meetings will be held each Tuesday, except holidays, while Congress is in session, at 0800 in the auditorium of the New Senate Office Building. Generally, the session will include first an intelligence briefing at 0805 following any necessary remarks or announcements of the commander; a lecture session of 30 minutes followed by a question and answer period. This will be followed by a 10-minute break, after which the second lecture session would begin.

The plan for the academic year includes giving the Reservists a platform of knowledge of the Air Force Reserve and Reserve administration before launching into the Air Force program which is to be divided into functional areas. These areas might be scheduled for several consecutive lecture sessions; and would involve Air Staff presentations and those from the major commands. To avoid the Congressional Subcommittee atmosphere of these sessions, General Goldwater has laid down a ground rule that questions and answers will be asked as Reservists rather than as members of Congress.

Subsequent lecturers (in order of their appearance) include Maj. Gen. Robert E. L. Eaton, assistant chief of staff for Reserve Forces, USAF; Maj. Gen. Winston P. Wilson, deputy chief, National Guard Bureau; Maj. Gen. Chester E. McCarty, deputy for Air Force Reserve Affairs, USAF; Lt. Gen. William E. Hall, commander of CONAC; Maj. Gen. Richard M. Montgomery, assistant vice chief of staff, USAF; and Lt. Gen. Truman H. Landon, deputy chief of staff, Personnel, USAF.



General Thomas D. White, chief of staff of the U.S. Air Force greets Brig. Gen. Barry M. Goldwater (Senator from Arizona) upon the first meeting of 9999th Air Reserve Sq. on Capitol Hill in Washington.



... prior service recruiting begins this Spring.

Focal Point

A feature of the Plan for Revised Management of the Air Reserve Forces is the phasing of the Individual Training Program into Category "A" Recovery and Base Support units. While this places the Air Force Reserve in the best possible position to make direct contributions to the Air Force mission, it also generates an important requirement involving the selection of skilled airmen for manning purposes.

This situation poses an interesting paradox because the manning requirements for Recovery and Base Support units are the reverse of those for Individual Training. For example, more emphasis is placed on noncommissioned officers in the Individual Program since this function serves to provide individual M-Day requirements for key airmen at headquarters type and similar organizations. As a result, the need for airmen in the lower grades has at best been limited, except within Category "A" units.

With the implementation of the Recovery mission and activation of a great number of Category "A" units there is not only a demand for an increased number of noncommissioned officers but a complete line up of lower grade airmen. Because of the self-sufficient nature of the Category "A" units lower grade airmen are needed in large numbers to perform various duties.

... NCOs in short supply.

A recent study of the Reserve noncommissioned officer structure revealed that the number available and in position was not sufficient to meet present and future demands for manning the Recovery and Base Support unit program.

To alleviate this situation it is planned to start a continuing program in May of 1961 to recruit prior-service airmen for these positions. Recruitment will be conducted at the unit level with assistance from the Air Reserve Records Center and Continental Air Command. The Records Center will maintain a continuing roster of airmen with Reserve obliga-

REVISED MANAGEMENT

NEW

The Recovery mission of the Air Force Reserve calls for a strong recruiting program. Airman positions must be filled to meet the manning requirements for those units already in being as well as those to be activated on July 1st. The project, already underway, is divided into phases: the first phase is designed to assign draft-deferred Reserve airmen to lower grade vacancies in appropriate units. The second phase is a continuing program which will begin this spring to recruit prior service airmen to fill vacant noncommissioned positions in all Category "A" units.

• • •

tions separated from the Air Force and furnish the names of these individuals to the appropriate units in the geographical areas of the individual's residence. Hq CONAC will furnish units with copies of reports of separation as recruiting leads on prior service personnel without obligations. CONAC will also provide units with motivational materials to be used for an initial mail contact with the prospect. Once mail contact has been established, the unit recruiting personnel will conduct personal interviews as a follow-up to induce the airmen to join the unit.

This project will continue indefinitely and will be directed only at airmen who meet the particular skills and levels required by the unit. A chart depicting career areas, grades and number of personnel needed in present Category "A" positions is shown on the opposite page. This chart does not reflect the manning requirements of the Category "A" units which will be activated after July 1, 1961, but is indicative of the problem.

... source of the lower grades.

Until the advent of the Recovery and Base Support Unit program, the requirement for lower grade airmen in Category "A" positions has been met through the Non-Prior Service program (6-month program). This program provides basic and other training to permit the airman to function effectively in a Category "A" position. However, the activation of the new units will far outstrip planned requirements. It is contemplated that the Non-Prior service program will be expanded next fiscal year; in the meanwhile, other sources must be tapped to meet present and future manning requirements.

A larger number of draft-deferred airmen are assigned to the Ineligible Reserve Section at the Air Reserve Records Center. Airmen in this category are required by law to mandatorily participate satisfactorily in Reserve training in a *Ready Reserve Status*, unless qualified for and designated *Standby Reservists* under AFR 45-17. *The alternative to satisfactory*

I CREATES

DEMAND FOR AIRMEN

participation is eventual induction for active duty. Since November, 1960 more than 10,000 of these obligors have been mandatorily assigned to *Ready Reserve* positions to meet current requirements.

... "draft-deferred" defined.

Reserves of the Air Force who have served on extended active duty for at least 12 months are exempt from induction. Reserves of the Air Force who have never served on extended active duty or who have served less than 12 months, are subject to induction but may be placed in a draft-deferred status for the purpose of participation in a *Ready Reserve* status. Active duty for training or active duty in a service academy or an Armed Forces preparatory school is not creditable toward this exemption.

... draft-deferred categories.

Draft-deferred members gained to the Ineligible Reserve Section (Air Reserve Records Center) from the following sources will be mandatorily assigned to the maximum extent possible within allotted drill pay spaces unless sooner designated *Standby* Reservists under AFR 45-17.

Former members of the Air National Guard of the United States or the Reserve components of other Armed Services.

Eliminated Aviation Cadets.

Reservists enlisted for Air Force Academy Preparatory School Training who for any reason do not enter the Air Force Academy.

Former cadets of the United States Air Force Academy.

Former members of Training Category "A" units.

Reservists whose reason for being designated *Standby* or becoming members of the Inactive List Reserve Section has been removed.

... assignment procedure.

Mandatory assignments of airmen to *Ready Reserve* positions of all major commands of the United States, less Alaska and Hawaii, were recently re-instituted after a temporary suspension. The Air Reserve Records Center, Denver, Colorado, upon identification of a vacancy for which the Reservist qualifies, issues orders to these personnel for

assignment to an appropriate *Ready Reserve* position. Included in the orders is an explanation of the assignment of the draft-deferred individual and the necessity of his satisfactory participation as a *Ready* Reservist.

Within 30 days after issuance of the assignment orders, the unit of assignment will make necessary arrangements for the draft-deferred individual to meet participation requirements. The gaining unit will fully explain the program; it will also take appropriate action if the individual refuses to accept the assignment, fails to report to the unit of assignment, or to participate satisfactorily.

... only one exception.

Personnel within six months of completing their military service obligations will not be mandatorily assigned. Volunteer incumbents will not be displaced by mandatory assignees, nor will draft-deferred personnel be relieved from their mandatory assignment when a draft-exempt applicant volunteers for the position. Also, mandatory assignments have greater priority when filling vacancies. Personnel selectively assigned under AFR 45-30 will be displaced to provide vacancies for either mandatory or voluntary assignment. All assignments will be made against *Ready* mobilization positions.

CATEGORY A UNIT VACANCIES AS OF 1 NOV. 1960																			
Career Field	1ST REGION			2ND REGION			3RD REGION			4TH REGION			5TH REGION			6TH REGION			TOTAL
	SSgt	TSgt	MSGt	SSgt	TSgt	MSGt	SSgt	TSgt	MSGt	SSgt	TSgt	MSGt	SSgt	TSgt	MSGt	SSgt	TSgt	MSGt	
20	0	0	0	0	0	1	0	0	0	0	2	2	4	2	2	0	1	0	14
22	1	1	0	0	2	0	1	1	0	1	0	0	1	3	0	0	0	0	11
24	0	1	0	0	0	0	1	0	0	0	3	0	0	1	0	0	0	0	6
27	9	4	2	11	13	7	8	11	4	22	9	5	32	15	7	13	15	4	191
29	30	1	0	47	2	3	16	5	0	123	13	3	26	6	4	18	11	8	316
30	3	4	2	7	9	2	12	7	4	11	10	6	15	7	8	10	4	6	127
34	2	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	5
36	9	0	0	7	0	0	2	0	0	5	1	0	8	1	0	7	0	0	40
40	6	2	1	2	1	0	1	0	0	7	4	0	4	2	0	2	3	2	37
42	6	5	2	9	10	4	8	6	1	24	16	3	14	9	4	15	9	3	148
43	70	18	6	54	34	13	62	25	7	152	52	10	57	28	14	34	15	6	657
45	6	4	1	0	0	2	0	0	0	0	0	1	3	2	1	0	0	0	20
46	0	1	0	2	4	3	3	2	1	13	3	0	7	4	4	5	4	2	58
47	9	2	0	3	0	0	4	0	1	5	3	0	7	1	1	2	0	0	38
53	2	2	0	3	1	0	2	0	0	9	2	0	2	5	0	0	2	0	30
55	10	2	0	16	3	1	7	1	1	5	2	0	13	2	1	9	2	1	76
56	9	10	1	3	1	0	2	1	0	3	2	0	15	1	0	4	3	1	56
57	1	1	0	5	2	1	4	1	2	3	0	0	3	2	0	3	0	2	30
58	4	1	0	0	0	0	4	0	0	5	1	0	3	1	0	6	0	0	25
60	52	11	5	16	8	2	24	11	8	45	19	4	39	16	7	61	26	12	366
62	61	3	3	13	1	1	12	0	1	64	8	3	22	5	2	49	5	1	254
64	69	26	7	24	18	6	25	10	4	40	16	1	49	18	16	19	15	3	366
65	8	1	0	1	0	0	1	1	0	2	2	0	5	0	1	0	0	0	22
67	9	8	2	17	10	1	13	8	2	22	14	3	16	7	2	3	1	0	138
68	5	3	2	12	1	1	1	1	0	13	3	0	9	3	5	1	3	0	63
70	14	6	1	29	5	3	18	4	2	15	7	4	28	7	6	12	5	1	167
72	3	2	0	6	1	0	4	2	1	4	0	1	4	1	1	2	1	0	33
73	12	6	4	10	5	5	6	8	4	7	2	4	18	4	8	4	3	1	111
74	2	0	0	2	0	0	5	0	0	5	2	0	2	2	1	0	0	0	21
75	4	0	0	2	4	1	5	2	0	6	1	1	2	3	4	1	3	0	39
77	5	1	0	2	0	2	11	2	2	24	1	1	22	5	4	7	0	2	91
90	190	64	34	180	63	19	37	23	8	155	57	19	193	78	36	173	70	36	1435
92	4	1	0	5	2	0	3	0	0	6	1	0	11	4	1	23	9	3	73
98	3	2	2	1	1	1	0	0	0	3	0	2	1	2	2	1	2	1	24
99	2	0	1	1	0	0	0	0	0	2	0	0	1	0	0	0	0	0	7
Totals	620	193	76	492	202	78	304	133	53	801	256	72	634	248	143	384	211	95	5095

THE AIR FORCE RESERVE



Lieutenant General
William E. Hall
Commander
Continental Air Command
Mitchel AFB, N.Y.



1st REGION
Mitchel AFB, N.Y.

COMMANDER:
Col. James H. Starbuck, USAF



DEPUTY:
Col. Edward J. Haseltine, AFRes

1st Region Sectors
2490th AF Reserve Sector, Mitchel AFB, N.Y.
2491st AF Reserve Sector, Manchester MAP, N.H.



COMMANDER:
Brig. Gen. William K. Skaer, USAF

4th REGION
Randolph AFB, Texas



DEPUTY:
Col. Roger L. Zeller, AFRes

4th Region Sectors
2484th AF Reserve Sector, Dallas, Texas
2485th AF Reserve Sector, Shreveport, La.



COMMANDER:
Brig. Gen. Cecil P. Lessig, USAF

5th REGION
Selfridge AFB, Mich.



DEPUTY:
Col. John W. Richardson, AFRes

5th Region Sectors
2480th AF Reserve Sector, Chicago, Ill.
2481st AF Reserve Sector, Minneapolis, Minn.
2482d AF Reserve Sector, Denver, Colo.
2483d AF Reserve Sector, Richards-Gebaur AFB, Mo.

E Chain of Command

The reorganization of a military structure often resembles a fast game of musical chairs. The recent elimination of the numbered air forces and the creation of regions and sectors within Continental Air Command's structure temporarily created a comparable situation. However, the problem appears resolved, the Revised Management Plan is well underway and the selection of key people responsible for direction and areas of command have been firmed.



2d REGION
Andrews AFB, Md.

COMMANDER:
Brig. Gen. Felix L. Vidal, USAF



DEPUTY:
Col. Nicholas E. Allen, AFRes

2d Region Sectors
2492d AF Reserve Sector, Coraopolis, Pa.
2493d AF Reserve Sector, Andrews AFB, Md.
2494th AF Reserve Sector, Clinton County AFB, Ohio



3d REGION
Robins AFB, Ga.

COMMANDER:
Col. Harry S. Bishop, USAF



DEPUTY:
Col. Asa W. Candler, AFRes

3d Region Sectors
2495th AF Reserve Sector, Atlanta, Ga.
2496th AF Reserve Sector, Tampa, Fla.



6th REGION
Hamilton AFB, Calif.

COMMANDER:
Brig. Gen. George S. Cassady, USAF



DEPUTY:
Brig. Gen. Luther W. Sweetser, AFRes

6th Region Sectors
2477th AF Reserve Sector, Vancouver Barracks, Wash.
2478th AF Reserve Sector, Long Beach, Calif.
2479th AF Reserve Sector, San Francisco, Calif.



Q. I am a First Lieutenant in the Air Force Reserve. I recently requested a conditional release for the purpose of transferring to the Air National Guard. Your office informed me I was ineligible under the provisions of paragraph 11c, AFR 45-35. Would you please clarify this statement.

A. Paragraph 11c, AFR 45-35, provides that an officer who will be considered for promotion may not be granted a release within the 90 day period preceding the date the selection board convenes.

Q. I did not submit my application for transfer to the Retired Reserve Section prior to my mandatory separation date and have just received discharge orders. I have met the eligibility requirements and would like to be a Retired Reserve member. Is there any recourse available to me?

A. A former member of a Reserve component of the Air Force whose separation was honorable may apply for appointment or enlistment as a Reserve of the Air Force for the purpose of assignment to the Retired Reserve. The application should be forwarded to Headquarters USAF, attn: AFPMP-4C, Washington 25, D. C.

AIR MAIL



Q. Is it possible to get blanket authorization to refer Reserve personnel assigned to units for required medical examinations not available at the installation?

A. No. Air Reserve Records Center must budget P478 funds specifically allocated for medical examinations for Air Force Reservists not on extended active duty who cannot reasonably obtain required examinations by a military medical facility. Over-obligation of authorized funds is prohibited by AFR 177-16, and would require satisfactory explanation in Congress as it is considered a serious offense. Issuance of blanket authority would result in inability to achieve maximum utilization of available funds as well as danger of over-obligation.

Q. I have been given the information that all Reservists will receive a new AF Form 712, Statement of Reserve Retirement Service and Point Credit. Is this true? If so, when can I expect to receive it?

A. The Air Reserve Records Center, Denver, Colorado, has started a project to furnish all Reservists assigned to an active program element, i.e.; units and all participating Non-affiliated Reserve Section (NARS) members, with a current AF Form 712. This form has been revised to make it easier to understand. All service, civilian breaks, time lost, etc., subsequent to July 1, 1949, are shown in chronological order. Air Force Reserve officers will receive their statements on or before June 30, 1961. Statements for airmen will be furnished between July 1, 1961 and June 30, 1962. Statements are being prepared in service number terminal digit sequence; that is, service numbers with final digit (0) will be prepared first while those with a final digit (9) will be prepared last.



Reservists may obtain these books by mail order (at listed prices) from the Aerospace Book Club, 7801 Old Georgetown Road, Washington 14, D. C. The Club, established by the Air Force Association at the specific request of the Air Force, offers club members the opportunity to purchase certain of these and other aerospace books at substantial discounts. Reservists also may obtain recommended books at reduced rate from the Air University Book Department, Maxwell AFB, Ala.

First of the Spacemen: Iven C. Kincheloe, Jr., by James J. Haggerty, Jr. (Duell, Sloan and Pearce, \$3.50). Biography of a great USAF test pilot with emphasis on his role in test flying experimental Air Force high speed-high altitude aircraft culminating with his record altitude of 126,000 feet in the X-2.

International Missile and Spacecraft Guide, by Frederick I. Ordway III, and Ronald C. Wakeford (McGraw-Hill, \$25.00). A comprehensive highly illustrated-encyclopedia of missiles, space vehicles, rocketry of all nations involved in this technology, including tables of technical specifications, operational data, charts of all space launchings, orbiting satellites, etc. The most extensive coverage to date.

The Astronauts: The Story of Project Mercury, by Martin Caidin (E. P. Dutton, \$3.95). Graphic account of the seven astronauts, their selection, training and preparation for orbital flight. Describes the whole Mercury Program.

Countdown: The Story of Cape Canaveral, by William Roy Shelton (Little, Brown, \$3.50). The story of the development of rocketry with emphasis on the facilities, equipment and launchings at the Air Force Missile Test Center and Cape Canaveral launch area.

Space Biology, by James S. Hanrahan and David Bushnell (Basic Books, \$6.50). Two Air Force authorities present this comprehensive survey of the new science of space biology, its development, present status, programs, aeromedical experiments, being conducted by the AF to prepare man for survival in space.

The Manned Missile: The Story of the B-70, by Ed Rees (Duell, Sloan and Pearce, \$3.50). The complete story of the Air Force's new B-70 weapon system—first of a new generation of mach 3 aerospace craft to bridge the gap between manned aircraft and true manned spacecraft.

Flying Saucers and the U. S. Air Force, by Lt. Col. Lawrence J. Tacker, USAF (D. Van Nostrand, \$3.50). The authentic case of flying saucer controversy, describing how reported unidentified objects are scientifically diagnosed, exploring the natural phenomena which are mistaken as flying saucers, and analyzing the investigating procedures of the Air Force's Aerospace Technical Intelligence Center. The book supports the official USAF and government position on flying saucers, describes and explains the program.

With human life at stake somewhere every day, Civil Air Patrol continues to play the leading role in national search and rescue. Consistently, this Air Force civilian auxiliary logs more than 50 percent of the SAR sorties and hours reported to CONAC by all its agencies. An emergency call from one of the Air Force's strategically located Rescue Coordination Centers is all that's needed for a CAP scramble.

*(SAR Mission transferred to MATS February 1st).

The perennial search and rescue readiness of the Air Force's junior partner, CAP, picked up tempo recently, adding to its growing roster of lives saved. From all points of the nation come stories of air and ground search and rescue prowess of Civil Air Patrol that would fill a huge volume with vivid human drama.

Just before last Christmas, upstate New York skies along the Vermont line buzzed with the varied pitches of different makes of light aircraft as CAP pilots and observers sought eight crew members ejected from a B-52. Six of the bomber's crew were found alive the first day, the seventh on the second; conditions were "good," one case "serious," and one airman was still missing. The bomber was based at Westover AFB, Mass.

Joining the search in the Crown Point, N. Y.-Barre, Vt., area were more than a score of aircraft. They came from CAP's Plattsburg, Binghamton, Nassau County and Albany, N. Y., groups, the Mitchell AFB Rescue Squadron, the U. S. Army, New York state police, Rangers and civilian volunteers.

There are other cases of CAP-Air Force teamwork. One was a recent mission of life-or-death in the High Sierras when a CAP pilot of the Bishop Squadron, California Wing, led an Air Force helicopter to a fallen climber.

CAP, the Air Force and the Army united in a California-Nevada search for a missing Tri-Pacer in December. CAP's California Wing volunteers found the wreck after they had searched for more than 900 hours, 333 in the air.

The most extensive mission on recent records is the 16-state search last August for a Cessna 182 with a family of four aboard which left Teterboro, N. J., for Oklahoma City without flight plan. CAP alone counted more than 3,100 hours and 2,010 sorties during ten days of quest with military and state agencies. Wreckage and bodies finally were found in the Pennsylvania woods.

When an Air National Guard E-84F

ditched in Lake Michigan, ARS at Selfridge AFB called on CAP to patrol the shoreline for wreckage. On another occasion the AF-CAP team clicked again on a search in the Ouachita Mountains of Arkansas after a Cessna 175 with four aboard went down between Hot Springs and Fayetteville. CAP spotted the wreck in the 2,000-foot Ridge Thick area; an AF 'copter did the rest.

The vastness of Alaska took on new meaning for CAP when the Air Force inactivated its 71st Rescue Squadron at Elmendorf AFB. CAP was left holding the bulk of the SAR job, but ten L-20 Beavers were transferred by the Air Force to the civilian service to help carry on the many missions that are round-the-clock routine there. The rescue of two mountain-climbing parties on Mt. McKinley; hunters spotted on an ice floe; a missing shrimp boat located with three aboard.

In Michigan, CAP fliers in a tiny Cub found a sportsman who had been adrift for 16 hours in the Green Bay area of Lake Michigan. So grateful was he that he joined CAP and contributed to the Menominee, Mich., Squadron's fund.

The "Ooley from Ely" episode last year was enacted at 11,000 feet in the Nevada mountains. Five persons were

saved from a cracked-up Piper Apache in sub-freezing weather by Air Force personnel and equipment after Maj. William C. Ooley of E. Ely, Nevada, CAP Squadron, spotted them and dropped supplies in repeated flights.

These incidents merely scratch the surface of search and rescue actions by Civil Air Patrol throughout the country in conjunction with Air Force Rescue Coordination Centers. In the widespread Cessna search, for example, four Air Force RCC's were involved: Mitchell, Robins, Selfridge and Dallas. Approximately 1,000 aircraft, both CAP corporation-owned and member-owned, performed the bulk of the air searches in all 16 states.

This extensive search presents some idea of the team work often required by SAR coordinators and the agencies upon which it calls.

When Civil Air Patrol's Emergency Services program (*The Air Reservist*, December 1960) is in full swing, with additional thousands of aircraft owner-pilots volunteering their services officially to search and rescue, the SAR family will be enlarged many times. Combing almost a third of the nation in many instances will be done with even greater efficiency, with many more eyes on the prowl per square mile.

CIVIL
AIR
PATROL

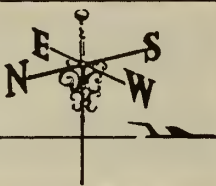


This is routine flying for the unique Hood River CAP Sq. called the Alpiners of Hood River, Ore. Here on airdrop is effected on top Elliot Glacier on Mt. Hood. Located on the Columbia River in one of the few wilderness areas of the U.S., this air rescue team is kept busy in the Cascade Mts.

RECOVERY EXERCISE — The 9750th Air Reserve Recovery Sq (8636th Group), Fort Douglas, Utah, carried out simulated recovery operations paralleling combat conditions. Held at Wendover Field, Utah during the latter part of November, the operation included the return of a contaminated, battle damaged plane with wounded aboard. The plane, a C-119 from Hill AFB, Utah, was used as a hypothetical B-52 jet bomber. The 9750th, commanded by Lt. Col. Charles C. Kimball, received the aircraft on landing, decontaminated it with a soap solution, cared for the "wounded" and had the plane airborne within the minimum time allowed for the exercise. Members of the 9750th were flown to Wendover by the 733d TCSq of Hill AFB.

JUST IN TIME — Eleven pilots of the 442d TCW (Res), Richards-Gebaur AFB, Missouri, have exceeded 1,000 hours in the C-119 — just in time to receive the coveted 1,000-hour pin. Plans are afoot to convert from the C-119 to the C-124 *Globe-master* with the 442d named as one of the wings scheduled to receive the giant planes. The 303d and 304th TCSqs within the wing will receive the C-124's during FY-1962.

CROSS COUNTRY



FLYING HOSPITAL WARD — The last word in "flying ambulances" was unveiled recently at Floyd Bennett Field, N.Y., headquarters of the New York ANG's 106th Aeromedical Transport Gp. To improve conditions aboard their aircraft, the 106th now has a specially modified C-119J which closely resembles a hospital ward. Some of the outstanding improvements effected by the modification include: a significant reduction of noise and vibration in the patients' section of the aircraft by extensive use of soundproofing material; a larger compartment for flight nurses to utilize as a "ward control desk," complete with an intercom system; and a weather curtain at the loading ramp. The overall performance of the aircraft has not been affected by these modifications and air speed and safety factors remain the same. Four more of the *Flying Boxcars* are slated for the same modification. This 'new look' for the C-119 was conceived and initiated by Lt. Col. Walter F. Gill, director of materiel for the 106th.

N. J. WING 'READY' — Operation 'Climax II' was faced by New Jersey ANG's 108th Tac Ftr Wing with the same confidence that won them the Spaatz Trophy and a citation as "the most operationally ready Air National Guard wing equipped with F-84F jet *Thunderstreaks*." The operational readiness test was conducted by the Inspector General, Hq CONAC, which set up and operated an Air Operations Center at McGuire AFB, N. J., last December. Situations were created by the inspecting team that required formulated plans covering combat and emergency procedures, in addition to tactical flying.

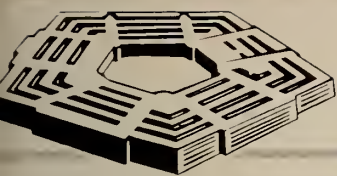
IN A SURPRISE CEREMONY, Lt. Gen. William E. Hall, commander, CONAC, was presented an un-numbered Air Policeman's shield making him the "No. 1" Air Policeman in CONAC. It was in recognition of General Hall's guidance and support of the training of Reserve Air Policeman . . .

Capt. Nelson C. Clark, 9638th ARSq, 2657th AResC, St. Louis, Mo., received the first *Certificate of Recognition* in his squadron for distinguishing himself by amassing a total of 1,527 hours of military correspondence study since April, 1957. These correspondence courses consisted of ECI Courses, an Armed Forces Industrial College Course and U. S. Army Intelligence School Courses. . . . Georgia Air Force Reservist SSgt. James K. Maddox is living proof that lightning does strike twice in the same place! A member of Flight D, 9902d ARSq, Macon, Sergeant Maddox was working at his desk as station agent for the Seaboard Airlines Railroad both times when struck by the bolts out of the blue. Although slightly burned each time, he was otherwise unharmed.

Lt. Col. Harry N. Beale, commander of the 9061st ARGp, Syracuse, N. Y., recently presented a new 50 star flag to the Syracuse Air Reserve Center commander, Lt. Col. Theodore W. Bozarth. The flag had the distinction of being flown over the nation's Capitol. The Honorable R. Walter Riehlman, Congressman from Tully, N. Y., was instrumental in obtaining the flag for the unit. Symbolically, it arrived on December 7th, the 19th anniversary of Pearl Harbor.

A3C Herbert R. Baker of the 442d Troop Carrier Wing, Richards-Gebaur AFB, Mo., received the *American Spirit Medal*, sponsored by the Citizens Committee for the Army, Navy and Air Force. Reserved for airmen completing basic military training, the honorarium recognizes the outstanding qualities of leadership which best express the American spirit of honor, initiative, loyalty and high example to comrades in arms. . . . At Pittsburgh, Pa., Gov. David Lawrence presented the *Pennsylvania Cross of Valor* to Capt. Marian J. Nathan, flight nurse assigned to the 7th Aeromedical Evacuation Group (Res), Coraopolis, Pa. Captain Nathan was honored for her outstanding performance and display of courage in aiding an employee of the Commonwealth of Pennsylvania who was stricken with the bends while working at the Allegheny County Sanitary Authority. . . . Personnel of Det. #2, 2223d Instructor Sq (Nav Tng) at March AFB, Calif., jumped into community relations efforts wholeheartedly in the recent United Fund Drive. Although detachment personnel completed the move to March from Long Beach Municipal Airport after the base United Fund Drive had started, they responded with excellent spirit and wound up the campaign by achieving 134% of their desired goal.

GUARD NOTES: In ceremonies held at the Van Nuys Air National Guard Base, Calif., Capt. Anthony P. Raia, of the 261st Radio Relay Sq., California ANG, was presented with one of California's top military decorations, the *State Commendation Ribbon*. This citation honored Captain Raia for his outstanding achievement at the AF Squadron Officer School, Maxwell AFB, Ala. The captain, a graduate student at the UCLA School of Business also received the Squadron Officers' School Commandant's Trophy for being one of the 32 distinguished graduates in the class of 963 lieutenants and captains. . . . Brig. Gen. William D. Ott was appointed acting wing, commander of the 123d Tac Recon Wing, Kentucky ANG, in December. General Ott, one of the original officers in the Kentucky ANG brings with him a great wealth of experience in both the USAF and Kentucky ANG. . . . Lt. Col. Raymond J. Higgins, chief, Air Personnel Division, National Guard Bureau, has changed suits but not jobs. After 25 years' military service, including almost a decade on duty with the Bureau, Colonel Higgins retired December 31st. On January 3rd, he went back to work as a civil service employee in the same job.



Pentagraphs

RUIT SALAD: USAF says effective March 1, ribbons denoting decorations and awards will be considered a part of the Air Force uniform and wearing of ribbons will be mandatory. All active duty and retired members, including members of the Reserve components, will wear all authorized ribbons when wearing the following uniforms: winter and summer coat and trouser combinations, cotton summer service jacket and trouser combinations; winter and summer standard battle jacket and trouser combination; dress white uniform; semi-formal dress. Ribbons will not be worn on the outer-garment shirt, overcoat, topcoat or raincoat. Effective June 1, 1961, the wearing of miniature medals will be mandatory with formal evening and mess dress uniforms.

★ ★ ★

OFFICERS' COMMANDER'S CALL: In a TWX to the field last month, USAF stressed its interest in internal information when it directed that all active duty Air Force officers attend monthly Commander's Call. The measure is intended to keep active duty officers current in Air Force policy, doctrine and objectives in line with its overall public awareness mission. Non-active duty personnel are not affected by the order; however, many Reserve unit commanders exercise the option to keep their personnel up-to-date through local commander's Call activities.

★ ★ ★

"HERCULES" FOR MATS: Modernization of the military Air Transport Service with faster, longer-range more versatile aircraft took concrete form with the mid-December approval of a \$5-million contract with Lockheed Aircraft Corp., for 16 C-130E Hercules propellers. The order for the new troop and cargo aircraft is expected to total 50 planes programmed over a two-year period with the first aircraft due for delivery in March 1962.

★ ★ ★

D HOC COMMITTEE: The Secretary of Defense Advisory Committee which met daily for five months submitted its report to DOD in mid-December. The report included recommendations for revising the Officer Personnel Act of 1947 to eliminate interservice disparities harmful to morale. First established in the summer of 1960, the committee consisted of two retired general or flag officers of each service under the chairmanship of Gen. Charles E. Bolte, USA (Ret). The findings of this Advisory Committee report do not affect officers not on active duty.

POLICY COMMITTEE MEETING: The Air Reserve Forces Policy Committee has scheduled a business meeting at the Pentagon on April 10-11. Before getting down to the business at hand, the Committee has tentative plans for visits at Langley AFB, Virginia and Cape Canaveral for information and education purposes.

★ ★ ★

ACADEMY VISION STANDARDS RELAXED: In order to tap every possible source for talent to meet its ever changing needs, the Air Force has relaxed its medical standards to permit applicants with less than perfect vision to compete for appointment in the Air Force Academy. AF says medical standards for class entering June 1961 have been modified to 20/50 to 20/100 distant and near vision in both eyes, correctable to 20/20 with glasses, and refractive error permitted in moderate excess over former requirement. The change will provide greater flexibility in the selection of candidates with aptitudes predictive of later success in Air Force career fields. Applicants previously tripped up on the old vision standards will be reconsidered providing they meet basic requirements which include: U. S. citizenship; unmarried; a high moral character; physically qualified and at least 17 but not past 22d birthday by July 1 of the year of entry.

★ ★ ★

ALL-CARGO AIRCRAFT: The Air Force and Federal Aviation Agency have jointly announced the initiation of an Air Force program for the development of an all-cargo aircraft designed to meet civil standards and fulfill the needs of both military and commercial carriers. The Air Force's fiscal 1961 program includes a total of \$30-million for the project. It has invited the aerospace industry to bid on the development of a long-range air transport that will incorporate common design features to meet military and civil requirements. The program will involve development of a long-range transport with a maximum cargo capacity of 70,000 pounds and a capability of taking off fully loaded from a 6,000-foot runway. The new plane is to be powered with turbofan jets and will feature truck-bed height loading. In the military version, it will also have provisions for air dropping parachute troops and heavy equipment. Other specs are a 20,000-pound cargo capacity for trans-Pacific flights and a 50,000-pound cargo capacity for trans-Atlantic flights.



AIR FORCE POINT OF VIEW

INSIGHTS into POLICY . . .

The following are significant insights into Air Force policy on counterforce and minimum deterrence, as expressed by Air Force Chief of Staff, Gen. Thomas D. White during a recent interview:

Q. Could we deter an attack on a third country with the minimum deterrence policy?

A. Not very well. If one of our allies is attacked by the Communists, and if we have only the power to destroy cities—without the necessary strength to destroy forces—obviously we are in a very awkward position.

Q. Can we, in the future years, build a force which can find and destroy the enemy's forces?

A. The destruction of enemy forces

Unofficial published material indicating that the Air Force is defining military space as "out to 10 Earth diameters" is not correct. Air Force policy is to assign no limitation of distance to its interest in space. The Air Force considers aerospace an indivisible operational medium which extends outward indefinitely from the surface of Earth.

is the age-old military problem. There has never been a time in history when it couldn't be done if one went at it properly, and with adequate forces. Of course we would like to know more about the Soviet forces than we do. But we know a great deal as it is and as time goes on we will learn more. One of the great advantages of manned forces is their ability to seek out those targets which are suspected but not located accurately enough to be a suitable target for unmanned weapons such as ballistic missiles. That is one of the very great reasons for having a vehicle like the B-70, which could go in and find the targets as well as strike them.

Q. And also for a nuclear plane eventually?

A. Yes, a nuclear plane could do that. The advantage of a nuclear plane is its long endurance. It is an advancement of mobility such as that embodied in the *Polaris* submarine, but it covers the entire globe, land and sea, and at much greater speed. It would be in the air for long periods because of its practically unlimited endurance. In addition to being able to seek targets it could also launch ballistic missiles at great distances. In any event we must be able to seek out targets after an initial nuclear exchange. We must have a force that could go in for restrikes, and perhaps even more important, determine which targets remained to be hit. Missiles alone cannot tell you which targets have disappeared or what new targets may have appeared on the scene.

Q. Where do numbers come in, then, if we maintain counterforce policy? Does that mean that we have to match or exceed the Communist missiles?

A. It takes more than one missile and in some cases more than one bomb to knock out a target—or to assure that you're going to hit it. Of course one airplane could drop several bombs. With the number of atomic forces in existence today there are bound to be powerful residual forces, even after several attacks. Naturally the side that has the dominant atomic force remaining will be in control of the situation, even though both sides may have suffered great damage.

"No matter how sophisticated our machines become, they lack one essential endowment of the human mind. It is the creative faculty—a uniquely human force, generating immeasurable power. In any competitive enterprise—whether it be commercial or cultural or military—creative energy is the origin of great accomplishment . . ."—Lt. Gen. B. A. Schriever, Commander, Air Research and Development Command.

Q. Wouldn't we, in reply to an attack, have to have enough missiles and bombs to do pretty much what he was doing in the first place? Would we need enough remaining to attack his entire original force, since we don't know exactly which portion of his force has been expended?

A. We can expect to have information, for one thing, that certain air fields are empty, and even that certain missile holes are empty. But we should have a force to strike back at all the others, including the ones we are doubtful about. In the case of missiles held in reserve, we would have to go in and find them. That's where the manned element comes in: without it we might have to program several missiles on every possible site.

AEROSPACE FACILITIES . . .

Lt. Gen. B. A. Schriever, ARDC commander, recently commented on the effectiveness of the USAF Aerospace facilities. The following are excerpts:

- Within the USAF there exists a great variety and number of facilities capable of projecting the Air Force into the aerospace age. These extend from the Air Force Missile Test Center at Cape Canaveral, Florida, clear across the length and breadth of this country.

- There is the Arnold Center at Tullahoma, Tennessee, whose numerous facilities have tested every major U. S. ballistic missile or space component quickly and cheaply on the ground under simulated environmental conditions, thus saving millions of dollars and months of painstaking tests.

- The Air Force Ballistic Missile Division in Los Angeles, with its associated elements, constitutes the greatest single collection of aerospace age managers in the Free World. They are responsible for the development of our ICBMs and the Air Force unmanned satellite and space programs.

- At the Air Force Flight Test Center, Edwards Air Force Base, California, there are not only facilities for testing

erospacecraft, such as the X-15, but also a rocket test laboratory with the capability of testing the largest boosters yet assembled in this country.

- At Vandenberg Air Force Base, California, there are dozens of facilities, ranging from launch stands for *Discoverer*, *Samos*, and *Midas*, to tracking facilities.

- At Sunnyvale, California, there is a satellite test center, a marvelous facility to keep track of and control our orbiting satellites through wide-flung stations such as Alaska and Hawaii.

- In Hawaii, there is not only a tracking station, but the recovery squadron which made the mid-air catches of . . . the returning *Discoverer* capsules.

- The Wright Air Development Division at Dayton, Ohio is an outstanding facility for investigation and research in all types of space phenomena. That division also manages all of the Air Force manned space programs and is the center of Air Force bioastronautics.

- At the Command and Control Development Division, Boston, Massachusetts, the Air Force operates *Space-track*, a facility for keeping watch on all space traffic.

MISSION IN SPACE . . .

On a more recent occasion (January 7), General Schriever's address to the American Astronautical Society stressed the military mission in space:

" . . . The Air Force has, for some years, studied the overall space program which will be required to provide this country with an adequate defense. To augment our in-house efforts, last October I asked a group of prominent scientists and industrialists to study Air Force space activities and to advise me with respect to them as they relate to national space programs. This group, called the AF Space Study Committee, is now considering the full range of existing and potential AF space developments.

"I expect to receive the Committee Report by mid-February and the Air Research and Development Command will make recommendations to the Air Force following receipt of this study.

" . . . I would like to point out that this past year has brought into focus opportunities for the nation in the space age which will permit us to build a constantly improving and more effective deterrent force. I am convinced that this can be done only if we recognize the potential of space. The compression of time brought about by the introduction of the ballistic missile, the original space vehicle, demands that we use space systems to insure our survival. I believe we can use space to preserve the peace."

PLUTO and TORY . . .

Pluto is a joint AEC-USAF program to demonstrate the feasibility of a nuclear powered ramjet propulsion system. The feasibility is to be demonstrated through a series of tests to be conducted at the AEC Nevada Test Site under the project name of *Tory*.

A major milestone in development of nuclear power for aerospace flight was achieved on December 9, 1960 when the *Tory IIA* reactor at the Nevada Test Site achieved criticality at one watt nominal power and later that day was run up to 200 watts. The reactor, designed to operate at a full power of 150 megawatts, is equivalent in size to a modern 200 horsepower automobile engine but produces the equivalent of 200,000 horsepower.

Because the nuclear ramjet propulsion subsystem shows considerable promise for use in supersonic low altitude flight, the Chief of Staff has directed the Air Force to continue participation with AEC in this joint development program.

NUCLEAR SPACE PROGRAM . . .

Lt. Col. Joseph A. Conner, Jr., USAF (MC), Chairman of the Aerospace Nuclear Safety Board of AEC, reported recently on a subject that military professionals are going to be asked to explain more and more as time passes: How safe are nuclear power devices?

It has been calculated, said Lt. Colonel Conner, that "the potential radiation exposures which might arise from the development of all aerospace nuclear power sources (as forecast for the next 20 years) can be held well within presently accepted limits for the population at large."

He said this calculation is based on

consideration of "the total radio-activity that could be released from the combined operations of the aircraft, rocket, ramjet, and auxiliary power units (including both the reactor and isotope fueled devices)." This conclusion, he said, "would remain valid even assuming a parallel effort elsewhere matching that of the United States."

Lt. Colonel Conner's significant report includes valuable information on results of studies by the AEC-USAF Aircraft Nuclear Propulsion Office indicating that these systems can keep within acceptable limits of radiation exposure. Hazards can be minimized, he said, by careful attention to engineering design and adherence to operational safety practices which he lists.

WEST BERLIN . . .

"West Berlin is . . . a symbol in Western minds," according to Arnold J. Toynbee, noted British historian. He wrote in the New York Times Magazine: "If the West Berliners' will to resist Soviet pressure, or the Western world's will to support West Berlin's resistance, were ever to weaken, it seems likely that this failure of a symbol to live up to expectations would have far-reaching consequences.

"What is at stake here is something more than the local fate of West Berlin itself. This city's fall would change the whole balance of morale as between the Western and the Communist camps. It would give the Communist world a moral ascendancy over the West, and this might go far toward deciding the outcome of the cold war in the Soviet Union's favor. Through having become a symbol, West Berlin has come to stand not just for itself but for the Western world as a whole."

USAF AND THE AEROSPACE INDUSTRY

The partnership the Air Force and industry have established is expanding. The demands dictated by Soviet achievements in space and by our own defense requirements can be met only by concentrated and dedicated efforts in the best American tradition. The Air Force Ballistic Missile Division (AFBMD) at ARDC has laid down a broad and rugged foundation. Government and industry investments far missile and space program facilities total more than one and one half billion dollars, and this amount will continue to increase. There are more than 100,000 people engaged in various ballistic missile and space systems projects at the associate contractor level alone. AFBMD will increase by another three billion dollars this current fiscal year the seven and a half billion dollars already invested in its programs.

M/GEN O. J. RITLAND
Cmdr, AFBMD





Syracuse, N.Y. Civil Air Patrol cadets get a look at ANG operations during a monthly training assembly. SMSgt Harry Kilpatrick explains the armament of an F-86H jet to Cadets Gerald Willsey and John Kunz at Honcock Field, home of 107th Tactical Fighter Group, NYANG.

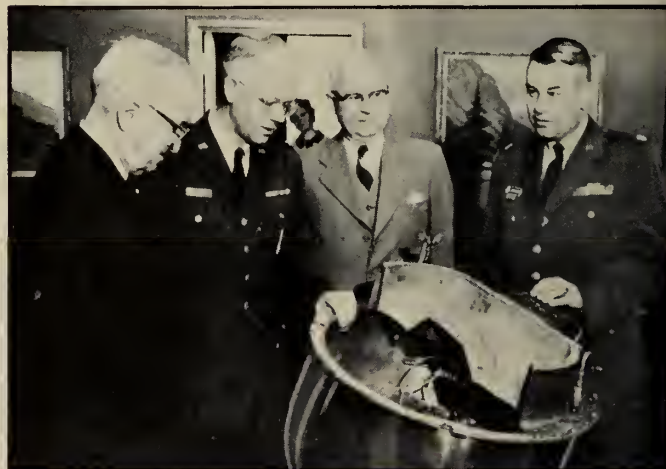


Reservists of 435th TCW are congratulated by Col. Marshall A. Elkins, CONAC deputy for operations (center) after C-119 ferry mission from Dreux, France to Mitchell AFB, N.Y. Crew (l-r) Maj. G. Vickers, co-pilot; Col. C. Lewis, pilot; SSgt J. Ring, flight engineer.

Reserve Camera



MSgt Guy R. Spaulding, Tactical Hospital, 434th TCW, Bakalar AFB, demonstrates equipment included in an air transportable Air Force dispensary. The dispensary was on display at a Medical Sciences Exhibition held in Columbus, Ind., to interest students in medicine.



At the Truman Library, Independence, Mo., Reserve leaders were briefed on Discovery XIV's nose cone. Host for the Air Force Reserve display was Col. Harry S. Truman, USAR (Ret.). Guests were: Col. R. Gibson, AF Academy; Col. R. Burrus, USA (Ret); Lt. Col. J. Riffle, AFR.



"Frankly Speaking," a new weekly radio series aired in Chicago by AF Office of Information featured (l-r) Brig. Gen. J. L. Whitney, AF (Ret); Brig. Gen. H. T. Markey, III, ANG; Hugh Hill, radio-TV figure and Claude Sowle, Northwestern U. "Our Changing AF" was theme.

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THE AFR

Reservist



MARCH 1961



RESERVE
BASE
SUPPORT
—THE TEST

... page 8

"Quote..."

"I think it is true today—and has been true since the advent of Sputnik—that the Air Force does in fact possess the major resources of this Nation—in the way of people, facilities, know-how and management experience—in the areas of military space. Perhaps it is not fully understood and recognized even in other elements of the Air Force the extent of facilities and resources that are available for the space job within ARDC (Air Research and Development Command)..."

"I have stated repeatedly that I think we have the right organizational structure and the right people to exploit the potentials of space. I have complete confidence that we in ARDC can do the job that the Nation so sorely needs in pushing forward technology..."

LT. GEN. B. A. SCHRIEVER
Cmdr., ARDC

THE AIR Reservist

Vol. XIII—No. 3

MARCH 1961

AIR FORCE RESERVE AIR NATIONAL GUARD
CIVIL AIR PATROL



LT. Gen. William E. Hall
Commander, Continental Air Command

Col. Richard P. Haney
Chief, Office of Information, CONAC

EDITOR
Fred E. Giachino

ASSOCIATE EDITOR
Earl E. Lane

The Air Reservist is an official publication of Continental Air Command approved by the Secretary of the Air Force in accordance with Section 278, Title 10, U. S. Code. This section requires the dissemination of complete and up-to-date information of interest to the Air Reserve Forces.

Editorial Office: The AIR RESERVIST
OI, CONAC, Mitchel AFB, NY

The material contained in The Air Reservist is listed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by Hq. USAF.

... PEOPLE

COLONEL MAXWELL A. KRIENDLER, AFRes., one of New York City's outstanding citizens, is an active member of the 9215th ARSq in that city. Colonel Kriendler maintains an avid interest in the Air Reserve as Legislative and Liaison Officer to the Secretary of the Air Force, attached to the 9215th for training. His Reserve activities include the Executive Committee of the Air Force Academy with Air Force Association, the Reserve Officers of the U. S., New York Air Reserve Center Chapter, as well as the National Air Association. Long active in charity and community affairs, Colonel Kriendler is president and director of the Jack Kriendler Memorial Foundation and a member of the board of directors of Boy's Town of Italy, Freedom House, George Junior Republic, Yankee Stadium Club and the Joint Defense Appeal.



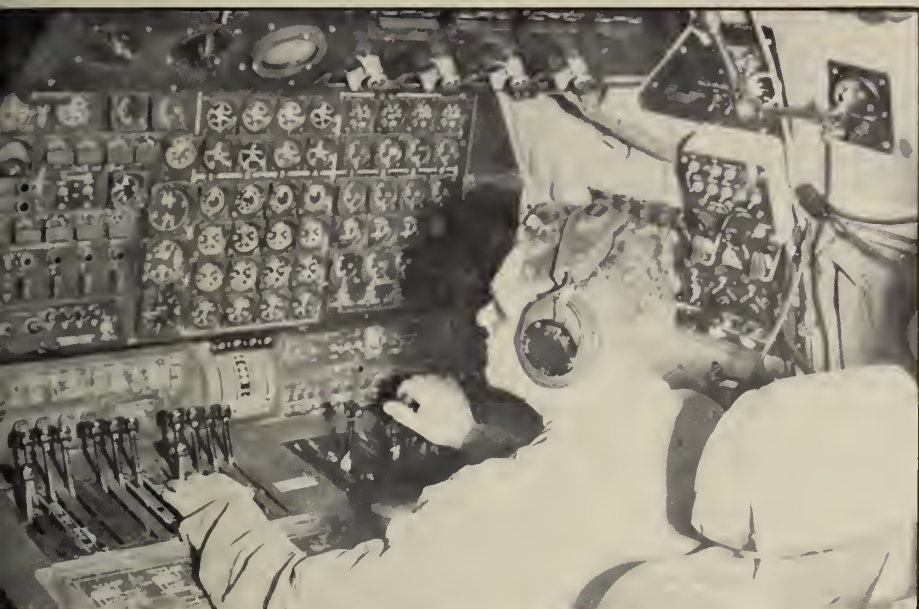
COL. RANDOLPH E. CHURCHILL, who is second in total flying time among Air Force pilots, assumed command of the 2496th Air Force Reserve Sector of Tampa, Florida. As commander of the 2496th Sector, Colonel Churchill will supervise activities of five Air Reserve centers, which have 48 Reserve squadrons and detachments in Florida, Alabama and Mississippi. Colonel Churchill replaces Colonel Earl E. Bares, Jr., who has been commander of the sector since November, 1959. Colonel Churchill entered pilot training with the Army Air Corps in 1932. Since then he has flown both commercial and military aircraft. For Air Force pilots, he ranks second in total flying time with 15,500 flying hours to his credit. In addition, the colonel is a fully qualified jet pilot.



MAJOR MILAN R. FORKAPA, JR., commander of the 112th Tactical Fighter Squadron, Ohio ANG, is very active in Toledo area civil affairs. He is a firm believer in good community spirit through a cordial military-civilian relationship. Major Forkapa, an air technician, is the base detachment commander at the Toledo Airport. At the time of the tragic plane crash near Toledo last December involving the football players and students from the California State Polytechnic College, the 112th was one of the first to reach the scene. Major Forkapa's unit pulled people from the wreckage and supervised the fire-fighting operation. Forkapa was winner of the 1960 Earl T. Rice Memorial Trophy, thus bringing additional credit upon himself and the 112th Tactical Fighter Squadron.

MSGT GEORGE L. HILL, operations specialist in the 119th Fighter Group (AD), NDANG, Fargo, N. D., has been awarded Service to Mankind citation. Sergeant Hill was honored for helping an injured driver who had been thrown from his car in an accident and lay with a broken back on an unopened North Dakota highway in 17-below zero temperatures. Sergeant Hill received the award from Charles Feste, president of the Fargo Sertoma Club; it was only the third time the service club had made this award.

MSGT TILLMAN CHEATHAM, recruiting NCO for the 9444th Air Reserve Sq, Ventura, California, has achieved a remarkable recruiting record in that unit. As principal recruiter for the 9444th, Sergeant Cheatham has spent much of his spare time inducing qualified men to join his squadron's roster. In the past two years, the squadron has assigned 38 officers and airmen, which more than offset the normal attrition. In recognition of his effective work in recruiting and other contributions to the squadron, Sergeant Cheatham was selected Airman of the Year during 1960 for the 9079th Air Reserve Group.



FIRST PANEL ENGINEER

The C-124 Globemaster's panel engineer shores almost as much responsibility of the plane's control as does the pilot. Such is the case of TSgt. Donald M. Lemen, the first Air Force Reservist to undertake the assignment in the Air Force Reserve's first C-124. Engineers make all power settings and necessary in-flight operations in almost every situation. Under the supervision and verbal command of the pilot, panel engineers also supervise control of engine performance and monitor fuel usage. Lemen, a veteran of over 5,000 hours logged in the C-124 and C-133, joined the Reserve in 1960 after a 12-year hitch as a regular. Now 30, Lemen received his Air Force flight indoctrination at Rhein-Main, Germany during the Berlin Airlift. He is currently flying with the 77th TCW at Donaldson AFB, S. C.

... PLANS & POLICY

SECOND LIEUTENANT REVIEW BOARDS now are being convened at Air Reserve Records Center on a semi-annual rather than quarterly basis. A board was convened at the Denver Center in February, and later boards are scheduled for September 1961 and March 1962. Boards originally scheduled for June and December have been cancelled. This change in schedules of Second Lieutenant Review Boards was made at the request of Headquarters USAF.

A COLONEL'S SELECTION BOARD is scheduled to meet at the Air Reserve Records Center on May 15, 1961 to select and recommend officers for permanent promotion to the grade of colonel, Air Force Reserve. Names of lieutenant colonels in the Air Force Reserve in an active status with a promotion service date prior to July 1, 1956, including those on extended active duty, will be submitted by USAF for consideration. The best qualified method of selection will be utilized. ARRC emphasizes that officers eligible for consideration who desire to submit written communication under the provisions of Section 8362 (f), Title 10, USC, should forward it direct to the President, Air Reserve Selection Board, ARRC, 3800 York St., Denver 5, Colo., so as to arrive prior to convening of the board.

CONAC HEADQUARTERS WILL MOVE to Robins AFB, Georgia, during March 3 to April 15, 1961. Mitchel AFB, N. Y., home of the headquarters since December 1948, and a flying field since 1917 is scheduled to close on June 25. Moving with CONAC to Robins AFB are the 2200th Support Squadron, the 2223d Navigation Training Instructor Squadron and the 581st USAF Band.

Air Force Reserve organizations scheduled for movement to McGuire AFB, Wrightstown, N. J., during March 1-15 include the 514th Troop Carrier Wing headquarters; the 514th's 335th Troop Carrier Squadron, with 16 C-119 *Flying Boxcars*; the 514th Tactical Hospital; 8496th Navigation Training and 11th Aerial Port squadrons; and the 2223d Navigation Instruction Training Detachment. These units total 162 regular Air Force Reserve permanent party and 1,928 Reserve personnel.

Moving to Stewart AFB, Newburgh, N. Y., during March

1-15 is the 514th Troop Carrier Wing's 336th Troop Carrier Squadron with 16 C-119s. Also moving to Stewart AFB at this time are the First AF Reserve Region and the 2490th AF Reserve Sector. These organizations total 154 permanent party and 328 Reserve personnel.

Moving to Hempstead, L. I., N. Y., during the same period are the First Censorship Squadron; the 2623d Air Reserve Center; 9068th Air Reserve Group; 9201st, 9203d, 9213th and 9296th Air Reserve squadrons; and Detachment #4 of the 11th Airways and Air Communications Squadron. The 2273rd Selective Service Squadron will transfer to Washington, D. C. during the March 1-15 period.

Both of Civil Air Patrol's New York Wing Liaison and CAP Northeast Region Liaison offices will settle at Fort Totten, N.Y., by March 15.

In line with the CONAC change of station, the Third Air Force Reserve Region formerly at Robins AFB, Georgia, has already moved to Dobbins AFB, Marietta, Ga.

The 2500th Air Base Wing and supporting squadrons, along with the 2500th USAF Hospital and 28th Communications Squadron will be discontinued at Mitchel AFB on June 25.

NATIONAL SECURITY SEMINARS are slated in 14 cities throughout the U. S. during Fiscal Year 1962. The seminars, consisting of approximately 30 lectures of one hour's duration each, will be held at Vallejo, Calif., Sept 25 to Oct 6, 1961; Cedar Rapids, Iowa, Oct 2-13, 1961; El Paso, Texas, Oct 30 to Nov 10, 1961; Charleston, S. C., Nov 6-17, 1961; Orlando, Fla., Dec 4-15, 1961; Las Vegas, Nevada, Dec 4-15, 1961; Beaumont, Texas, Jan 22 to Feb 2, 1962; Ventura, Calif., Feb 5-16, 1962; Casper, Wyoming, Feb 26 to Mar 9, 1962; Nashville, Tenn., Mar 12-23, 1962; Spokane, Washington, April 9-20, 1962; Atlanta, Ga., April 16-27, 1962; Baltimore, Md., May 7-18, 1962; Great Falls, Montana, May 14-25, 1962.

The best qualified *Ready* Reservists holding M-Day positions will be selected. Priority will be given to mature field grade officers whose probable future assignment will be at the policy-making level. Priority will be further extended to those officers who have not previously attended a conference.

Final selections are the responsibility of the major commands with the number of selections based on quotas allocated by Hq CONAC.

OVERPAYMENT OF RESERVE TRAINING PAY has been detected by the Air Force Accounting and Finance Center in the case of those Air Force Reservists entitled to retired pay or Veterans Administration compensation. AFAFC states it is receiving waivers of retired pay executed subsequent to the performance of training duty. This results in an overpayment since statutes specifically prohibit payment of training pay to retirees in the absence of a waiver of retirement pay.

In a clarification of the situation, AFAFC cites Part IV, Chapter 1, Section B, AFM 177-105 as the guide and emphasizes the following points:

- Reservists entitled to retired pay or VA compensation are ineligible for active or inactive duty training pay unless they waive retirement pay or VA benefits for the period of such training.
- A waiver must be filed with the office paying retirement pay or VA benefits *prior* to performing training duty if the pay and allowances authorized for Reserve training are desired.
- Members must waive one day's retired pay for each *period* in which they expect to receive one day's training pay — not one day's retired pay for an eight-hour day of inactive duty training in which two day's training pay are earned.
- A Reservist who, for unforeseen reasons, fails to perform training duty for the number of days that retirement pay was waived will be reimbursed retirement pay for those days at the end of the fiscal year involved. He must file claim with the Air Force Accounting and Finance Center for such pay through his Reserve organization not later than the end of the fiscal year.

OPERATION "SOLIDARITY," a combined Air Force-Army exercise spanning two continents and five countries, began the first leg of its 4,000 mile flight at Mitchel AFB, N.Y., home of the 514th TCW. About 350 514th Reservists and 30 of their C-119s participated in the exercise as part of their annual 15-day encampment. First stop on the long flight was Pope AFB, N. C., where units of the famed 82nd Airborne Division and their equipment were put aboard. Key West Naval Air Station provided a refueling stop and from there it was on to Albrook AFB, Canal Zone, Panama.

Operation *Solidarity* revolved around a mythical situation in which the security of the Panama Canal was threatened under an attack by Communist-supported extremists. In addition to Tactical Air Command, Army and Navy units participated along with six Latin-American countries. On D-Day (March 1) the 514th dropped an entire Brazilian parachute company and heavy equipment.

WARRANT OFFICER SELECTION BOARDS to recommend Regular and Reserve warrant officers for permanent promotion to CWO-2, CWO-3, and CWO-4 are scheduled to meet at Hq USAF beginning April 3, 1961. Under consideration will be all Regular warrant officers who are serving on extended active duty either as warrant officers or as Reserve commissioned officers. Reserve warrant officers under consideration include Reserve and Air Guard WOs who may or may not be on extended active duty as warrant officers.

For permanent promotion to CWO-2, boards will consider permanent WO-1's not previously selected for promotion with permanent date of rank or promotion service date on or before June 30, 1959.

For permanent promotion to CWO-3 and CWO-4, boards will consider permanent CWO-2s and CWO-3s not previously

selected for promotion with permanent date of rank or promotion service date on or before June 30, 1956. The selection method will be on the best qualified basis.

USAF expects the WO promotion lists to be made public in late May and the WO grade hikes to be about the same as last year. A warrant officer eligible for consideration may submit written communication about any matter of record in the armed forces that he considers important. Such communications should be sent to arrive at USAF prior to March 20, 1961, and should not contain criticism of the character, conduct or motives of any officer or warrant officer.

A DEFENSE STRATEGY SEMINAR for military Reserve officers is scheduled at Fort Lesley J. McNair in Washington, D.C., July 9-22, 1961. It will be conducted by the National War College and under the direction of the Joint Chiefs of Staff. Purpose of the Seminar is to provide a better understanding of current world problem areas, alert leadership groups to the dangers of cold war conflict, and promote better relationships between civilian and military forces.

The Air Reserve Forces' Seminar quota is 67 officers, including 13 allocations for Air National Guard. Applications are being encouraged from Reservists with backgrounds in public relations, law, education, intelligence, public information, and related fields. Applications are to be made through respective Air Force Reserve Region headquarters, or Air Guard unit.

Nominees should also be familiar with Air Force doctrine and have experience in writing, public speaking or community relations.

THE "FIRST TEAM" CONCEPT of operations was stressed at the Troop Carrier Conference attended by top ranking Tactical Air Command officials and 15 Air Force Reserve troop carrier wing commanders last month. The purpose of the conference was an effort to increase emphasis on USAF Reserve airlift units.

Major General D. W. Hutchinson, commander of TAC's Ninth Air Force, told Reserve Forces leaders that present military strategy calls for all Reserve organizations to be at peak combat effectiveness so that they can be called to active duty with a minimum of disruption and delay. In citing last year's highly successful *Bright Star/Pine Cone III*, a joint USAF-Army exercise, General Hutchinson said the importance of mobility and quick movement airlift can not be overlooked as long as the danger of brush-fire war persists.

ANNUAL ANG SAFETY CONFERENCE for tactical flying unit commanders and medical officers will be hosted by Ellington Air Force Base, Texas, April 20-21, 1961. Representatives from the NG Bureau, Hq USAF, ADC, TAC and MATS will conduct briefings during the two-day meeting along with Directorate of Flight and Missile Safety Research. Air National Guard officials plan to explore all possible avenues of further safeguarding lives and property, and present to ANG commanders pertinent data concerning current and future programs.

Major General K. L. Berry, Texas Adjutant General, has again consented to host the 1961 meeting and has appointed Lt. Col. Robert Taylor, detachment commander at Ellington to serve as project officer. Inquiries may be directed to Taylor at POB 12217, Houston 17, Texas and should include name, rank and serial number; organization and state; type of aircraft to be utilized and ETA at Ellington; dates desired for base accommodations; and seminar attending (i.e. Flight Safety or Medical Conference).

See PLANS & POLICY page 10

NAVIGATION

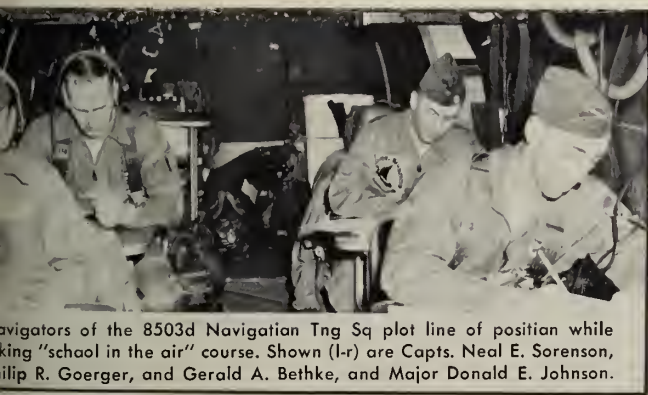


"School in the Air"

by Maj. John J. Ganley, AFRes

Are you a former Air Force officer in the grade lieutenant, possessing a Navigator's AFSC and recently released from active duty? Do you wish to maintain a part time affiliation with the Air Force in a paid status? Do you wish to become a member of an active Reserve program in which you will maintain your Navigator's proficiency and thus play a vital part in National Defense? If the answer is "yes", your services are needed in CONAC's Reserve Navigation Program.

The Reserve Navigation Training Program was organized and implemented in 1955 as a solution to the continual stigma of navigator shortages during a national emergency. At the start of Korea, hundreds of Reserve Navigators who had not performed flying duties from three to five years had to be recalled and put through an accelerated refresher training program. At the end of hostilities, the navigators returned to civilian life, and the Air Force had to write off a costly investment. It was with this in mind that Continental Air Command organized the Reserve Navigation Program.



Navigators of the 8503d Navigation Tng Sq plot line of position while taking "school in the air" course. Shown (l-r) are Capt. Neal E. Sorenson, Capt. Philip R. Goerger, and Gerald A. Bethke, and Major Donald E. Johnson.

...all navigators

For the first time in Reserve aviation history, squadrons were formed by navigators, operated by navigators and trained by navigators. Training is accomplished in three phases. Phase I (the qualification phase), covers the following areas: dead reckoning, celestial, Loran, pressure pattern and weather. Phase II (continuation training), encompasses polar and radar navigation and advanced techniques and equipment. Training in the first two phases is composed of a thorough academic program supplemented by the appropriate amount of flying training for specific areas. Phase III (the proficiency training phase) is designed to preserve the capabilities of the navigator developed in the first two phases.

...ease entry for qualified navigators

At present, navigators who have been recently released from active duty and enter the Reserve Navigation Program may qualify for phase III or the proficiency phase without undergoing the training required in phases I and II. The individual must first pass a comprehensive written examination, with a grade of 90%, covering all academic areas of the first two phases. Secondly, he must demonstrate his proficiency in the air. All of the foregoing training is accomplished during two days (on a given weekend) each month. The Reservist is paid for these training assemblies which require 16 hours of the individual's time.

...training duties

Besides the schedule of one weekend each month, the Reservist must complete an annual active duty tour of fifteen days each year. As an example, an individual who holds an M-Day assignment with MATS, accomplishes his 15-day active duty tour with this command. He flies the line as an additional crew navigator either on the Atlantic or Pacific routes. Thus, he receives a first hand insight of his M-Day responsibilities. Also, he usually participates in an overwater training flight of approximately four days duration once each six months. Overwater training flights are conducted in the unit TC-47 airplane. Routes vary from McGuire AFB or Charleston AFB to Bermuda; or Homestead AFB to Puerto Rico. His training airplane is one of the most reliable ever developed — the Douglas DC-3.

This airplane has been converted into a reliable and economical navigational trainer called the TC-47. These planes have facilities to carry ten navigators with a desk and related navigation instruments (driftmeter, airspeed indicator, altimeter, temperature gauge and compass) for each navigator. In addition it has a radar altimeter and three APN-9 Loran sets on board, two astro domes and a periscopic sextant.

...many squadrons

Reserve Navigator Training Squadrons are organized and located in densely populated areas of the United States. The authorized strength of a particular squadron may vary from 50 to 125. These squadrons are composed entirely of navigators, and are administered and trained by detachments of the 2223rd Instructor Squadron (Navigation Training). The detachments are located at the same sites as the Reserve Squadrons and are manned by active duty personnel. If you meet the qualifications why not contact one of the following organizations that is nearest your home? They are located at Mitchel AFB, N. Y.; Andrews AFB, Md.; March AFB, Calif.; Hamilton AFB, Calif.; O'Hare International Airport, Chicago, Ill.; Selfridge AFB, Mich.; Minneapolis-St. Paul IAP, Minn.; NAS, Dallas, Texas; Homestead AFB, Fla.; Ellington AFB, Texas; Hanscom Field, Mass.; Clinton County AFB, Ohio; and Dobbins AFB, Ga.

ROA MID-WINTER NATIONAL COUNCIL MEETING HIGHLIGHTS

Air Reserve Forces' policy-making is a province of the Pentagon, but the course of action is influenced by semi-military organizations whose main concern is the welfare of our National Defense structure. Composed of active duty personnel, Reservists, veterans and former members, these organizations provide objective viewpoints from the grass-roots.

Outlook

Three hundred members of the Air Reserve Forces were in attendance at the Reserve Officers Association Mid-Winter National Council meeting in Washington, D.C., February 23-24. Along with 900 others from all over the United States, Europe, Alaska and the Far East, they were briefed by key Air Force speakers.

In a statement of policy, ROA said that the elimination of the assistant secretaries of the Army, Navy and Air Force for Reserve Forces constituted a derogation of the Reserve program in those services. It urged restoration of these offices.

In line with President Kennedy's increased emphasis on limited war capabilities, the ROA reaffirmed its appeal for an increase in Reserve strength with a call for greater use of the Reserve in meeting global military commitments. To meet the limited war threat, the Association urged an increase in Strategic Army Corps' forces from three to four divisions, with the Army's personnel ceiling increased from 870,000 to 925,000 in order to provide the necessary combat and supporting personnel; and increases in both air and sealift capability for Army requirements.

"The Reserve Forces of all services should be strengthened," ROA said, "since they provide the key to the successful prosecution of limited war."

Lt. Gen. William E. Hall, commander of CONAC, answered several questions from the floor regarding the progress of the Air Force Reserve Recovery and Base Support program and encouraged those attending the meeting to sit in on the panel discussion to learn more of its progress. In effect, General Hall stated: "... Never before has the Air Force Reserve been faced with the challenges it faces today under

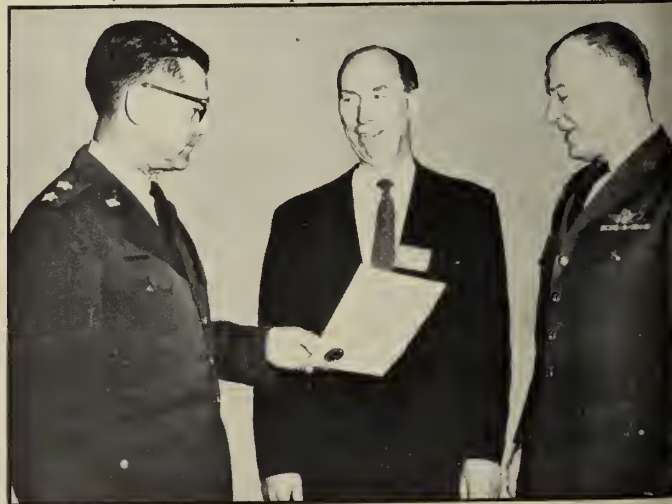
the new program . . . It is a tremendous challenge and at the same time a terrific opportunity for Reservists to contribute to the growing emphasis on our Recovery posture as an adjunct to our deterrent power . . ."

The ROA Air Affairs Section considered many items reflecting upon the future of Reserves, including a briefing by Lt. Gen. Truman H. Landon, deputy chief of staff, Personnel, Hq USAF, who discussed long range personnel aspects as they may affect the Air Reserve Forces. A team from Hq CONAC, headed by Col. William L. Kimball, deputy chief of staff, Plans, led a panel discussion on problems connected with the test phase of the Recovery and Base Support Unit Program.

Resolutions passed by the ROA National Council which were of specific interest to the Air Reserve Forces were:

- Retention of persons promoted out of mobilization positions by ROPA until next periodic alignment of mobilization positions. (Air Force Reserve)
- Two additional paid flying pay periods during one day for aircrews in heavy troop carrier units. (Air Force Reserve)
- Restoration of flying hours for exercises and special missions. (Air Force Reserve and Air National Guard)
- Increase of grade authorization for professional officer in Ready Reserve. (Air Force Reserve)
- Allow enlistment of non-prior service personnel in Air Force Reserve Region and Sector headquarters. (Air Force Reserve)
- Retention of classroom instruction until all personnel have been absorbed into new unit program. (Air Force Reserve).
- To provide mobilization assignment in Civil Air Patrol Program. (Air Force Reserve)
- Grade authorization for aircraft commanders in Reserve flying units authorized in the grade of major or above. (Air Force Reserve and Air National Guard)

The annual banquet and ball was attended by 1,300, including service secretaries or undersecretaries, all four members of the Joint Chiefs of Staff, military notables, Senators and Congressmen. At the banquet, ROA honored the Hon. Hugh M. Milton, retiring undersecretary of the Army as "minuteman of 1961" the highest ROA award to a non-military man. Also honored was Chaplain (Lt.) Don C. Alexander, USN, as "Chaplain of the Year."



Base Support and Recovery Unit planning during ROA National Council meeting in Washington, D.C., earned for Col. T. B. Holliday, AF Res of Elmhurst, Ill., the Air Force Commendation Medal presented here by Maj. Gen. Harold R. Moddus, CONAC vice commander while Lt. Gen. William E. Hall, CONAC commander offers his personal congratulations.

Air Reserve Force's Support—

WILLOW FREEZE

By SMSgt John J. W. Lundberg
Mass. ANG

Just how tactical can a tactical fighter outfit get? Is an ANG fighter squadron ready to be effective in combat?

These and other questions were answered by the 131st Tactical Fighter Squadron of Barnes Airport, Westfield, Mass., when it represented Massachusetts' 102d Tactical Fighter Wing in the Army's Operation *Willow Freeze* in Alaska last month. Their mission was to support both U. S. and "Aggressor" forces in the skies over bleak Gulkana Basin. *Willow Freeze* was basically an Army exercise, designed to train troops to operate in Arctic conditions, as well as to test equipment and procedures. From the Alaska Command, the First Battle Group, 23d Infantry, reinforced with hundreds of specialized forces, was designated as the attacking aggressor army. The 187th Infantry's First Airborne Battle Group from Fort Bragg, also reinforced, made up the defending forces.

The exercise saw the Aggressor entering the Gulkana Basin at its northern end, moving overland from their base at Fairbanks, while friendly troops parachuted to the well frozen surface of Tolsana Lake 75 miles to the south. The aim of each side was to establish a full-scale beachhead on the opposite side of the West Branch of the Gulkana River. Over 500 ground troops were involved in the operation. The 131st Squadron, with eleven F-86H *Sabrejet* fighters, handled the air support for both sides.

Led by Col. John J. Stefanik, deputy commander of the 102d TFWg, the 131st's mission was to supply protective cover for the dropping of paratroopers; close support to the troops engaged in battle; and conduct destructive attacks on ground installations.

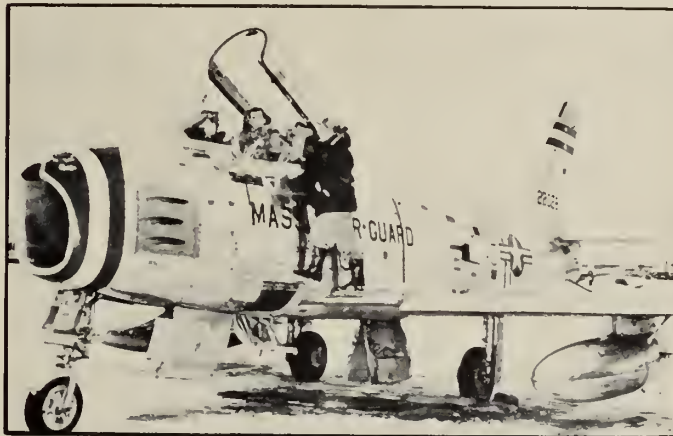
Their first task was to form an aerial umbrella to protect the paratroopers from attack by hostile aircraft. The most interesting phase of the air "war" was the flying of close support missions. Once the 131st's *Sabrejets* were in the battle area they were under the direction of the Forward Air Controller on the ground. A typical mission would call for a pass by the fighters at about 5,000 feet to size up the general situation and verify the suspected activity. If any was spotted, the FAC might then call for a pass to identify markings, types of vehicles and weapons, and the approximate size of the force involved. When there was no doubt that the forces were enemy, the F-86's would be directed to make strafing and rocket passes.

Atomic warfare also entered the picture. Each side had one simulated atomic bomb. These produce the typical mushroom cloud, are smaller than the real thing and, do not have the destructive or radioactive effect. Having only one apiece, each side selected the most valuable enemy target for use of its bomb, which was the forward staging area for troops and equipment. The simulated A-weapons were set in place on the ground with the pushbutton in the hands of the FAC. After directing the "nuclear-laden" jet into the bombing run and watching it come in on the deck, toss its bomb and pull away, the controller fired the bomb. This set into action one of the most vivid training situations of the exercise.

The support personnel 'mushed' to Alaska in five C-119 *Flying Boxcars*, with several tons of cargo and equipment to help maintain the fighters. These C-119's were part of a force of some thirty-odd, drawn with their crews from Air Force Reserve units from Bakalar AFB, Indiana; Selfridge AFB, Michigan; O'Hare International Airport, Illinois; Wold-Chamberlain Airport, Minnesota; and Muskogee, Oklahoma. These were used to move troops and equipment and to take part in the parachute drops in the battleground area. Brig. Gen. John O. Bradshaw, commander of the 434th TFW from Bakalar, was the commander of the air phase.

The 165th Tac Recon Sq of Standiford Field, Louisville, Ky., shared operations and maintenance facilities at Elmendorf with the 131st. Flying RB-57's, they did an effective job of photographing the immediate battle area and many other targets and areas throughout Alaska as well.

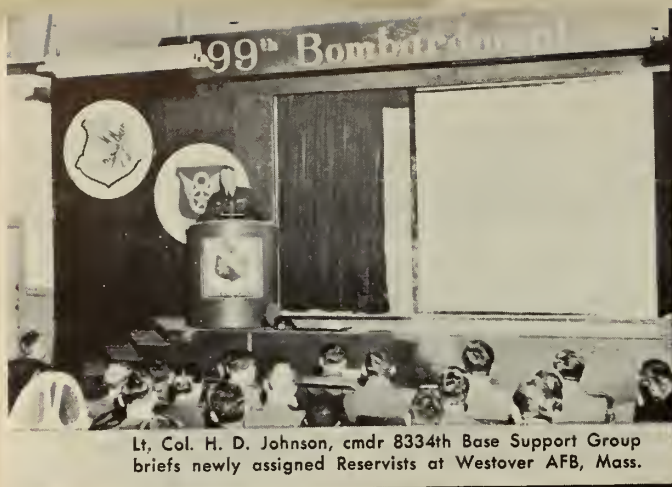
The Alaska Air National Guard's 144th Air Transport Squadron from Anchorage also took part in *Willow Freeze*, including the paradropping of Special Forces teams on specialized missions in the Nome area. The teams worked in conjunction with members of the 297th Infantry's First Scout Battalion, the Alaska National Guard's native units.



North to Alaska become a reality for Lt. Frank Maruzzi and MSgt. John Machnik, members of 131st TF Sq's task force at Elmendorf AFB near Anchorage. More than 6000 participated in the Army training exercise.



Col. J. J. Stefanik discusses USAF-Reserve-Air National Guard "team" project with (l-r) Maj. Gen. C. Necrasen, Brig. Gen. J. Bradshaw and Brig. Gen. W. Ott during Reserve Forces support of Operation "Willow Freeze."



Lt. Col. H. D. Johnson, cmdr 8334th Base Support Group briefs newly assigned Reservists at Westover AFB, Mass.

RESERVE BAS

The intent of the Revised Management Plan for the Air Reserve Force is to bring the Reserve Components into line with a total Air Force concept to utilize their services now—as well as on M-Day. The organization of Base

Support units within the Air Force Reserve is designed with this realistic objective in mind. Several months have elapsed in the testing period of these units and a progress report now is appropriate. The cover of this issue depicts Air Force Reservists of the 8334th Reserve Recovery Group performing a maintenance mission at Westover AFB, Massachusetts.

Focal Point

On February 13-14, 1961 a conference was held at Continental Air Command at which commanders of Air Force Reserve Base Support and Recovery units were able to report encouraging or significant progress and communicate their ideas and recommendations on the operations of their units to key representatives of the USAF and CONAC staff. What follows is an outline of these comments, which is a general consensus of all the Base Support Group commanders, and what in practice is seen through the eyes of the 8334th Air Force Reserve Base Support Group, Westover AFB, Mass.

... individual response.

Identification with a unit with a definite *current* and M-Day mission has generated a great deal of enthusiasm. Individual Reservists are contributing two and three times more effort in these formative stages without regard to drill pay for the extra time.

Lt. Col. Howard D. Johnson, AFRes, commander of the 8334th Recovery Group, cites several instances to support this contention.

- One Reservist served his 15-day tour of active duty by completing 12 hours of duty for each day — during the Christmas holiday season.
- A Reserve captain with the Massachusetts State Police relieved the commander of the Air Police Section at Westover AFB so that he could take accrued leave.
- Reservists in aircraft maintenance have stayed overtime up to 10 p.m. in order to complete an assigned project. The normal quitting time is 5 p.m.
- Reservists assisted in repairing snow plows and operated equipment that was urgently needed during recent heavy snow storms. The extra help permitted the base to remain operational with greater facility.

... the base commander speaks.

Colonel William C. Lewis, commander of the 814th Combat Support Group (SAC), at Westover, voiced his opinion on the 8334th which augments his unit: "The test of the Reserve Support Group Program is moving along very well. We have identified areas that will need additional attention such as duty scheduling and accelerated training program but overall the program looks very good. I am convinced that as the Reservists work closer with my people and become familiar with the Air Force changes that have occurred since they left active duty, the Reserve Support Group will become strong and highly effective in completing its mission."

... a using command reports.

In reply to a recent CONAC questionnaire the Military Air Transport Service made the following comments:

"... Reserve Base Support Groups are preferable to W. Mobilization (Part I) Reservists for the following reasons:

- Relieves base parent unit of administration of Reservists.
- Gives the base closer control of Reservists thru the Reserve Support Group Headquarters.
- Alerting Reservists is more effective.
- Results in better morale among Reservists.
- More cohesive work force at group, squadron or section level.
- Experience in management gained by Reservists.
- Group operation provides greater opportunities for career progression because latitude of assignments and career management by Support Group itself.
- The individual Reservist receives better guidance and more attention than under the M-Day concept."

SUPPORT — THE TEST

... not without personnel problems.

Recruiting is a common problem with Base Support unit commanders. Since they are responsible for what might be termed an employment office for the base, their main concern is in obtaining qualified Reservists who already possess the basic skills and need only familiarization with the job requirements to make them effective. The objective is to provide manpower to the base with a minimum of inconvenience.

In addition, there is general agreement that the base commander should be given what he needs at the moment. Continuity and productivity are essential and the more time a Reservist can spend on a job the greater the degree of productivity. For example, if a Reservist is available for several days the Base Support unit commander could place him on the job for that period rather than dole out his services piecemeal at one or two weekends a month. He would also prefer to place Reservists on two-week active duty tours as individuals or teams. This would facilitate the base commander's opera-



Reservists A1C Richard C. Williams, A3C C. Rawsen Jr., and A3C James T. Carter serve in Westover AFB transportation section during weekend training stint with 8334th Air Reserve Base Support Group.

tion because he would be able to utilize Reserve personnel as he needs them on a continuous basis throughout the year. Also, he would avoid over-extending the facilities of his base at any given time by an *en masse* arrival of troops.

Recruiting policies and procedures for Reservists should be modified, most Base Support unit commanders agree. The problem lies in the fact that the same enlistment prerequisites apply to the Reserve as to the Regular Air Force. These unit commanders often have applicants who meet every criteria except certain enlistment technicalities and it becomes necessary to turn them down.

... scrutinize the unit manning document.

Reserve Base Support Group commanders are vigorously opposed to standardized unit manning documents for their units because they do not reflect the *immediate* manpower requirements of the base concerned. They strongly feel that their first obligation is to the base commander and that he should have the largest voice in stating his requirements for

Reserve manning. Varying factors at the local level should dictate these requirements. In many instances, Base Support units cannot meet the overall Air Force requirement at a base because Reservists with certain specialties called for on the UMD do not live in the area; even more important, the base often has no requirement for a listed specialty. They have proposed that a flexibility be built in the UMD so that unfilled positions in *unobtainable* or *unneeded* specialties may be reallocated to units where such specialties are required.

... logistics a small problem.

Housing and administrative equipment is furnished to the Base Support units by the base at which they are stationed. A requirement for mission support equipment does not exist because Reservists work on jobs that have already made that provision. The only exception is in the area of tool kits for technically qualified personnel. These tool kits are an individual item of equipment not authorized for Reservists and understandably Regular Air Force technicians are reluctant to loan out their tools.

... a selling job.

Summing up, Col. Johnson stated: "It can be said truthfully that the Reservists as a whole have enjoyed their new association with the active establishment at Westover and are eager to contribute to the primary mission of this base. The Reservists are willing to put in extra hours of duty and make other additional efforts to impress the active establishment with their sincerity in purpose. I personally feel the Reservists are successfully selling themselves in the conduct and performance of duty. Beginning with the base commander, key personnel at Westover have cooperated fully with the Reserve Support Group assisting in administrative problems, providing facilities and working out satisfactory arrangements for training. This indicates the complete compatibility at Westover AFB between the active establishment and the Reserve unit."



Same on-the-job training enables SSgt. Armand E. Bauchard to broaden his Civil Engineer career specialties with very close supervision from MSgt. Anthony Palmieri as Reservists support Westover AFB mission.

Q. I have been assigned to Headquarters CONAC (ISLRS) for the past three years, and have never before been advised that I could not remain in this assignment indefinitely. Recently, I received notice from your headquarters that a Board of Officers would be convened at your center to consider my discharge since I had failed to request reassignment from the Inactive Status List and it had been determined that further retention in the Air Force Reserve would be of no value to the Air Force. What is the reason for this action?

A. A Reservist who fails to meet minimum requirements for retention in an active status (15 earned points) will be transferred to the Inactive Status List provided that he has no unfulfilled service obligation. Current regulations preclude retention in ISLRS for more than three years. Consequently, the master personnel records of all persons assigned to ISLRS are reviewed annually for possible discharge action. It may be that you are still eligible for reassignment to an active Reserve component. If you have not been assigned to ISLRS twice for failure to actively participate, get in touch with your nearest Air Force Reserve unit for information on assignment possibilities.

AIR MAIL



Q. I have a voluntary assignment but find that my military skills would be of more value in a local ANG unit. How do I go about getting released from the Air Force Reserve in order to enlist in the ANG?

A. Submit a written request to your Reserve unit commander in accordance with paragraph 11, AFR 45-35, stating your desire for transfer to enlist in the ANGUS. Providing you qualify for transfer and approval is granted by the unit commander, he will issue a Conditional Release from the Air Force Reserve for the purpose of transfer to and enlistment in the ANGUS. If the request for transfer is approved, the unit commander will forward it by indorsement to the ANGUS unit concerned and furnish an information copy to the Air Reserve Records Center, 3800 York Street, Denver 5, Colorado. When the ANGUS notifies the Reserve unit of assignment of enlistment in the ANGUS, the unit of assignment or attachment as appropriate, will issue transfer orders in accordance with paragraph 127, Chapter 4, AFM 10-3.

Q. Can medical treatment be authorized for Reservists not on active duty?

A. Only for injury determined in line of duty while participating in non-active duty training (paragraph 4, AFR 160-53). Medical treatment by non-military medical facilities for Reservists on active duty for training may be authorized in accordance with AFR 160-53, and is paid from open allotment (which does not require budgeting below Headquarters USAF level of command).

Q. What causes my retirement date to change?

A. An assignment to ISLRS constitutes a break in service. When you are removed from ISLRS and returned to an active program element, the effective date of this action becomes your new retirement date.

■ PLANS & POLICY from page 4

AIR RESCUE MISSIONS, responsibilities and resources were consolidated on February 1 under the Air Rescue Service, with headquarters at Orlando AFB, Florida. This will include the national search and rescue activities which have been under Continental Air Command since 1957. Air Rescue Service will now control the operation of the five Rescue Coordination Centers, presently located at Mitchel AFB, Long Island, N. Y.; Robins AFB, Macon, Georgia; Selfridge AFB, Mt. Clemens, Mich.; Hamilton AFB, San Rafael, Calif.; Dallas Naval Air Station, Texas. Current plans call for abolishment of Rescue Coordination Centers at Mitchel and Selfridge AFB and to supplement RCCs at Elmendorf AFB, Anchorage, Alaska and Albrook AFB, Canal Zone, for increased rescue coverage in those areas.

Purpose of the consolidation is to provide more efficient utilization of the rescue forces available throughout the country. In addition, it is intended within the next several months Air Rescue will be assigned responsibility for the local base helicopter rescue program. Eventually, all aspects of the USAF rescue program will be concentrated in one agency—the Air Rescue Service.

Since taking responsibilities for search and rescue operations in June 1957, CONAC's five Rescue Coordination Centers have been instrumental in saving approximately 2,000 lives. Under CONAC's control, civilian and military pilots—including the Civil Air Patrol—have logged nearly 90,000 flying hours and flown close to 45,000 sorties to save these lives.

UNIT CITATION RIBBONS will be worn in the ribbon row over the left pocket instead of the old position over the right pocket in the near future, according to Hq USAF. The *Distinguished Unit Citation*, the *Philippine Unit Citation*, and the *Republic of Korea Presidential Unit Citation* soon will be reduced to ribbon size for inclusion in the normal ribbon row. The changeover should be made as soon as the smaller emblems are available but not later than September 1. In order to save money, those authorized to wear the *Distinguished Unit Citation* should purchase bar ribbon rather than embroidered ribbons until more detailed information is available concerning the size of the gold wreath frame. The order of precedence and further details will be announced soon.

SIX ANG GEEIA SQUADRONS, will take part in the USAF aerospace program this summer handling communications constructions projects at Air Force missile sites during their field training. The 202d GEEIA Squadron, Macon, Ga.; 213th, Roslyn, N. Y.; and 241st, Chattanooga, Tenn., have been assigned projects at Cape Canaveral and Patrick AFB, Florida. The 214th, New Orleans, La., will work at the Eglin AFB, Fla., range; the 215th, Seattle, Wash., at the *Minuteman* site at Hill AFB, Utah, and the 216th, Hayward, Calif., at Vandenberg AFB, Calif.

In all, sixteen GEEIA squadrons will work at a total of 20 USAF bases this summer. Of the remaining ten units, five will work on installing cable, four on navigational aids, and one at a USAF radar site.

The missions of GEEIA squadrons is related to that of USAF's Ground Electronics Engineering and Installation Agency, from which they draw their unusual name. The 196 training program reflects 25 percent more utilization of ANG GEEIA squadrons on actual USAF projects than in 1960.

Air Materiel Command, gaining command for the units, estimates that the Air Force will save \$345,000 by having these projects performed in connection with Guard training.

"Pounds of thrust," "breakoff phenomenon," "light-year" — common parlance in schools today as more teachers are exposed to aerospace education during summer-session workshops; now, Air Force Reservists join college and university directors to assist instruction.

PRACTICAL exposure to the aerospace age for elementary school teachers—started by Civil Air Patrol at one experimental aviation education workshop in Puerto Rico just ten years ago—this year comes of age with more than 100 university and college workshops scheduled in the mushrooming program this summer.

Keeping pace with its civilian auxiliary, the Air Force will cut orders for the first time for some of its Reservists to be assigned to aerospace education. Directors at various institutions of learning will assist technically in conducting the workshops. At previous workshops, Reservists have been given training duty credit for attending on the same student level as school teachers.

In a poll, conducted by the National Aerospace Education Center at Civil Air Patrol's headquarters at Ellington Air Force Base, Texas, college and university workshop directors each called for from one to three Reserve assistants for a variety of duties ranging from lectures in mathematics to office administration. Headquarters CAP-USAF's Charles L. Webb, deputy chief of staff for Aerospace Education, estimates at least 100 Air Force Reservists in education fields in private life will be assigned to these jobs throughout the country. These would be in addition to officers in regular AFROTC units at various colleges who have been assigned to similar duties during the past few years as part of their full-time duty assignment. From 15 to 20 ROTC personnel are available this summer, Mr. Webb said. Civil Air Patrol's Kansas Wing is crowding the Texas Wing as the state having the most colleges and universities with aerospace education workshops. Kansas has seven institutions participating; Texas has eight, and may go to ten, CAP educators report.

The Civil Air Patrol-USAF headquarters staff and the eight CAP regional directors of aerospace education coordinate the annual summer workshops and on-the-job training, which this year, was conducted in 66 institu-

tions with 3,000 teachers attending.

Today's youngsters, growing up in this aerospace age with a yen for knowledge that is slanted toward the blue and the mysterious beyond, use terms relating to jets, rockets, missiles and astronauts as common parlance. These summer workshops keep teachers ahead in aerospace knowledge; they can talk about "dry weight" of a rocket, or "exotic fuel," or "orbital velocity" with straight-in-the-eye knowledge.

Civil Air Patrol began keeping pace with aviation—now, aerospace—in its own family of seniors and young men and women cadets in 1951. Now, with its "rocketing" program of aerospace education, CAP goes beyond this, and thousands of non-CAP teachers and students are benefiting. Schools using the low-cost CAP-USAF texts will total 600 by the end of 1961, it is predicted; already there are more than 500 curriculums carrying aerospace education subjects as science electives. New York State boasts 20 schools with CAP texts scheduled; Utah has 13.

These aviation and space texts and work books are prepared at CAP's national headquarters with the cooperation of a number of national technical agencies and experts in the various areas



of study. They sell for from 60 cents to \$1.25, and the small profit goes into the CAP national corporation's revolving fund for continuance and expansion of aerospace education throughout the nation. There are six primary texts, constantly under revision, and a seventh, "The Dawning Space Age," which is an elective for CAP members.

The summer workshops, replete with prominent guest speakers, orientation flights, curriculum planning and field trips, are three and five-week courses. About half the airlift needed to transport workshop personnel is provided by CAP-USAF, USAF and Navy aircraft; some light CAP planes are used.

Joining the Air Force and Civil Air Patrol aerospace education efforts are the Army and Navy, providing aircraft, lecturers and field trips; the National Aeronautics and Space Administration; Federal Aviation Agency; commercial airlines; National Aviation Education Council; state departments of public instruction and other state and civic organizations chip in with their resources to further this program.

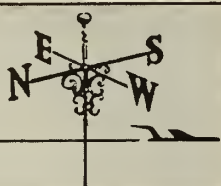


A MATS C-124 Globemaster at McGuire AFB, New Jersey provides the backdrop for Major Wesley C. Brashear, Dr. Gile Worren, Lt. Col. William Curley, Mrs. Evelyn E. Huber, Dr. Woldo Kindig, Mr. D. Duff and Lt. Col. J. Edwards during Aerospace Age Workshop course held in Bergen County.

MORE CLAIMS — The 514th TCW, Mitchel AFB, N. Y., may hold the Air Force Reserve record for the number of 1000-hour C-119 pilots. A check of the unit's Form 5's shows 39 pilots with over 1,000 hours of flying time in the *Flying Boxcar*, for a grand total of 52,202 flying hours. In addition to the 39 pilots, two navigators and two flight engineers in the wing have also chalked up 1,000 hours in the C-119 . . . The 758th TCSq, Andrews AFB, Maryland, has put a claim in for twenty-six of its 1,000-hour pinner as making an outstanding showing for an individual squadron.

"JUG" REUNION— WWII ace, Robert S. Johnson, wants all ex-P-47 pilots who flew the *Thunderbolt* in combat to contact him at Republic Aviation, Box 268, Farmingdale, New York. He is the co-chairman of a group that wants to commemorate the plane's 20th anniversary May 2, 1961. Bob Johnson is the second highest scoring living ace of WWII with 28 victories in the European theater. He is now employed by Republic Aviation, whose planes he flew during WWII. Johnson says that a brief resume of combat experience would be appreciated.

CROSS COUNTRY



CLOTHES FOR KOREAN ORPHANS — Children in a little known orphanage in the mountains of Korea soon will be dressed more warmly, thanks to the generosity of personnel at the Air Reserve Records Center, Denver, Colorado, and the cooperation of the New Hampshire Air National Guard. Employees at ARRC collected 1,345 pounds of warm clothing after an appeal from Mrs. Nell Barry, whose son is stationed in the Musan-ni area. The clothing drive was initiated as a result of a letter from Mrs. Barry's son describing the pitiful rags that these Korean orphans wear. The response to this appeal resulted in the collection of forty boxes of clothes, which the New Hampshire ANG volunteered to airlift. A C-97 plane landed at Lowry AFB, hauled the boxes of clothing aboard, and the plane took off for Korea.

RESERVISTS HONORED—Six Air Reservists of the 302d Troop Carrier Wing at Clinton County, AFB, Ohio, were given *Letters of Appreciation* for their firefighting efforts. During a recent training weekend they were called upon to aid the nearby Wilmington fire department to help fight a residential fire just outside the town. Manning a tanker, the 302d firefighters almost completely relieved the other firemen. Their cooperation, spirit, and professional manner were a subject of many favorable comments by both the local firemen and other Wilmington citizens. The honored Reservists were: MSgt Frank Slusher, A2C Bobby Gould, A2C Robert Fleckenstein, A2C Richard Hempy, A2C John Stout, and A3C Andrew Nickelson, all assigned to the 302d's Civil Engineering Squadron.

STATION AG8WNO, operating on 7680 kcs, was opened recently at Clinton County AFB, Ohio, as part of the operations of the 302d TCW (Reserve). The first contact was made by Captain Samuel Bailly, the wing communication officer with AG4FGF at Seymour-Johnson AFB, N. C. . . . Lt. Col.

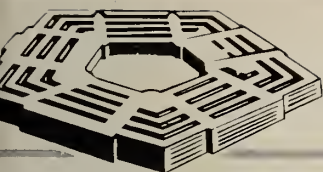
Gordon W. Becker, AFRes, deputy commander of the 459th TCW, Andrews AFB, Md., was recently promoted to colonel. Colonel Becker, a supervisory inspector for the Federal Aviation Agency in Washington, has been active in the 459th TCW since its inception in 1955 . . . Newly appointed executive officer of the 2482d AF Reserve Sector, Denver, Colorado, is Lt. Colonel Richard J. Purcell, AFRes. Long active in Reserve affairs, Colonel Purcell has been an instructor squadron commander, and USAF Academy liaison officer.

Colonel William E. Willey was placed on the USAF Retired List in January after serving thirty years as a member of the active and Reserve components of the armed forces. At the time of his retirement, Colonel Willey was commander of the 9085th ARGp, covering all Air Force Reserve activities in Arizona. The colonel intends to remain active in Reserve activities and will continue to do all he can to favorably promote the Air Force program . . . With headquarters at the Dallas Naval Air Station, Texas, the Reserve component of the 2484th AF Reserve Sector, recently completed its second weekend or duty training, which was attended by twenty-two assigned Reservists. According to Colonel J. Paul Craig, commander of the unit, a limited number of airman positions are still available on the sector staff in the administrative and personnel fields . . . At a recent meeting, the 9695th ARS, Mason City, Iowa, was awarded the Tenth Air Force *Certificate of Recognition* signed by Maj. Gen. Harold R. Maddux for outstanding achievement during the period from April through December 1959. It is believed that this was the first and only *Certificate of Recognition* presented by the Tenth Air Force (since deactivated).

Nebraska State Fair Secretary Edwin Schultz received a *CONAC Certificate of Patriotic Service* for the "outstanding nature" of his support to the 9736th ARSq, Lincoln, Nebraska, during the 1960 State Fair. Mr. Schultz provided the squadron with rent-free booth space enabling thousands of visitors to receive first-hand information on the Reserve program . . . California's flag will soon fly on the campus of the USAF Academy, near Colorado Springs thanks to the efforts of Lt Colonel Philip P. Crowell, a USAF Academy liaison officer. The colonel noticed that California's flag was missing from the display of other state flags at the Academy. He appealed to State Senator Walter W. Stiern, an AF Reserve major, who secured the flag for Col. Crowell from Governor Edmund G. Brown. The flag will be officially presented to the USAF Academy Superintendent.

GUARD NOTES: Members of the 176th Ftr Interceptor Sq, Wisconsin ANG, spent time at the Air Force Air Defense Weapons Center, Tyndall AFB, Florida, in January. The purpose of the mission was to check the combat-effectiveness of the new F-89J in firing the MB-1, or *Genie* Missile. Target for the missiles was a jet powered drone launched from B-2. Its maneuvers were controlled by radio from a ground station. All of the missions were profile sorties with scramble takeoffs . . . The National Guard Bureau's *Guardman Awards* were presented to Greater Peoria Airport Authority, Peoria, Illinois, and Airport Manager DeWitt Collins for continuing cooperation and contributions toward successful development of the 169th Tactical Fighter Squadron (SD), Illinois ANG.

Community spirit—those are two big words for the officers of the 112th Tactical Fighter Sq. Toledo, Ohio. The group of 29 pilots joined the Toledo Area Chamber of Commerce last month — en masse — the first undertaking of this kind by the U. S. On their flight missions, the 112th pilots will act as Ambassadors for the Toledo area, making people aware of the fine military-civilian relationship in Toledo.



Pentagraphs

SECURITY OFFICERS: The U. S. Air Force Security Service says it needs former security officer personnel in the San Antonio, Texas and Washington, D.C. areas. Vacancies exist in the following AFSs: Weather officer (852); Electronic Data Processing Officer (855); Intelligence Staff Officer (801); Intelligence Communications Officer (803); Intelligence Officer (805); and Intelligence Language Officer (807). Interested Air Force reserve officers are urged to contact Hq USAF Security Service (PTR), San Antonio, Texas, for further details.

★ ★ ★

AF COMMAND: USAF will add another air command to its roll of 18 on July 1, 1961 when it establishes the Air Force Communications Service (AFCS), with headquarters at Scott AFB, Ill. Creation of the new command followed several years of study aimed at obtaining reliable, adequate, secure and instantaneous communications. It is considered a vital necessity in an age of ICBMs which have shaved warning time to 15-30 minutes. The new command will assume responsibility for operating Air Force telecommunications point-to-point and air-to-ground on global basis, as well as terminal and on-route navigational aids. Transfer of communications operating responsibilities from major commands and AACS will be done on a time-phased basis with estimated completion figured by July 1, 1963. USAF says no large scale shift of personnel is anticipated in creation of the new command.

★ ★ ★

NEW FILMS: If you do not have film catalog AF 95-2-1, or are not getting film distribution announcements, you can write the Air Force Film Library Center, 8900 S. Broadway, St. Louis 25, Mo. for information on how to order films. New films available are: AFIF - Old Glory, FR 113 - Open Road II, FR 122 - Loading of Outsized Cargo on C-133 Aircraft; SFP 264 - Stay Safe, Stay Strong; SFP 685 - High Flight; SFP 693 - June Week; SFP 699 - A Foreign Land; SFP 1010 - Photographic Highlight of USAF Activities, 1959; SFP 1043 - Seconds for Survival; SFP 1044 - Checkmate; SFP 1049 - Sky Watch; SFP 1058 - US Air Force Blue; TF-1-5-5192A - Be Water Wise, Swimming; TF-1-5293 - Space Orbits; TF-1-5296 - Space Communications.

CONGRESSIONAL HOPPER: Senator Rivers (S.C.) has submitted a House Resolution (H.R. 3081) to create an assistant secretary of Defense for Reserve Affairs . . . A bill has been submitted in the Senate (S. 349) which would provide readjustment assistance to veterans who serve in the Armed Forces between January 31, 1955 and July 1, 1963. This proposal provides for educational readjustment for 4¼ million veterans of the post-Korean cold war — from January 31, 1955, the termination date of such training under the Korean GI bill, to July 1, 1963 the date of termination of the draft—who served for longer than 6 months each, at a rate of 1½ days of schooling for each 1 day of service, but not to exceed three years schooling, at a payment of \$110 monthly for single veterans, up to a maximum of \$165 a month for a married veteran with two children. It also provides for guaranteed home and farm loans, and for vocational rehabilitation for disabled veterans.

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MONEY HIGHLIGHTS: The Fiscal Year 1962 budget proposed by President Eisenhower before leaving office called for \$42.9 billion for the Armed Forces. The Air Force would get \$19,344,000,000. Air Force Reserve paid participants are scheduled for a modest rise from 70,800, which was slated for fiscal 1961, to 72,000 in Fiscal Year 1962. Included in the proposed budget was an Air Force request for \$474,889,000 for new construction. In addition to what the Regular Air Force is asking, the Air National Guard is down for \$13,827,000 and the Air Force Reserve \$4,257,000.

★ ★ ★

ANG NOTES: The National Guard Bureau has kicked off its Business and Industry campaign to support recruiting. Included in a motivation kit is a billboard poster which will be blossoming across the nation with the theme "Ready Now! Flying the Hot Ones." . . . New ANGR 177-01 spells out policy on the payment of travel and transportation allowances to ANG members who perform official travel during periods of inactive duty training . . . ANGR 35-01 details point gaining activities and the maintenance of appropriate retirement records.



USES OF SPACE...

Examination of the recent American Bar Foundation "Report to the National Aeronautics and Space Administration on the Law of Outer Space" indicates that our military space activities are lawful and in accord with the concept of "peaceful uses of outer space." The report was intended to reflect the consensus of existing writing on the Law of Outer Space. A public release on the report says this about the word "peaceful" in relation to "peaceful purposes" and "military uses" of space...

... In the sense of the (U.N.) Charter and in international law generally, it is employed in contradistinction to "aggressive." It seems to have been used in this sense—which we believe to be a

The Air Force has always sought the capability to have a maximum force airborne within the shortest possible time after alert. Progress towards this goal was underscored in January by the SAC announcement that a certain number of its aircraft are now in the air at all times participating in airborne alert training exercises. Under the mixed force concept, manned bombers and the missile force are integral parts of the Nation's deterrent. The SAC airborne alert training — as an interim measure until sufficient early warning time is available — adds both survival and offensive power to the present counterforce deterrent.

proper one—in various Congressional resolutions dealing with space activities. Thus any use of space which did not itself constitute an attack upon, or threat against, the territorial integrity and independence of another state would be permissible; the high seas, for example, can be used for the maintenance of a naval force-in-being without any violation of international law, and may be employed "peacefully" for maneuvers and testing of weapons.

... For the time being it seems that the only uses of space that are prohibited are those that fall within the prohibition of the Charter, and that until a

Air Force programs constitute about 87% of the total Department of Defense efforts in space systems, according to Dr. Herbert F. York, Director of Defense Research and Engineering, DOD. He told the House Committee on Science and Astronautics recently that if you add to this the portions of the transit and advent projects relating to boosters and launch support for which the Air Force is responsible, this percentage is increased to about 91%.

disarmament agreement dealing with space activities can be arrived at, the United States is justified in using space for nonaggressive military uses consistent with the terms of the Charter. Such use is clearly in accordance with existing international law, and the United States would have no embarrassment in asserting that it is "peaceful"...

SPEECHES...

Asked at his February 1 press conference about his policy for clearing of speeches of military and other Government leaders, the President said:

"... If a well known, high-ranking military figure makes a speech, which affects foreign policy or possible military policy, I think that the people and the countries abroad have a right to ex-

MINUTEMAN...

The first free flight test of the *Minuteman* ICBM at Cape Canaveral on February 1 reemphasized the ultimate value of this weapon system to the Air Force's blend of manned and unmanned aerospace counterforce systems. The weapon system development will give the Nation ICBMs in great numbers.

Now in the development stage, *Minuteman* will enter the SAC combat inventory in 1962. Here are some points that should be widely understood about the Nation's first three-stage, solid-fuel ICBM which is to be such an important addition to our aerospace counterforce capability:

- *Minuteman* is designed to be simple and economical. These are two factors which insure that large numbers of *Minutemen* will be included in the Nation's strategic aerospace force. Simplicity of design and operation, minimum maintenance requirements and low production cost will give the Air Force a weapon of high reliability and vastly improved cost effectiveness.

- *Minuteman* is to be highly versatile. With its almost instantaneous reaction time, *Minuteman* will have operational flexibility for delivery of nuclear warhead to targets over 6,000 miles away. *Minuteman* lends itself flexibility in deployment also. The *Minuteman* force will consist of large numbers of missiles in concrete underground launch silos, augmented by missiles in railroad launch cars in trains traveling at random over the U.S. rail network.

- *Minuteman* will survive. With a combination of mobility and dispersed hardened silos, the force will have the capability to successfully attack an enemy's military forces even after a surprise attack. Because mobility and protected underground launch positions insure the high survivability of the *Minuteman* force, it will add to the overall deterrent, confronting an enemy with diversified strategic power which would be extremely difficult, if not impossible to render ineffective.

pect that speech represents the opinion of the national Government... It is not intended that this will serve as a restraint on the ability of people in this Administration to speak out, particularly when those speeches do not involve national security. I think the important point here is when they involve national security..."

All Air Force members, active and Reserve, are encouraged by Hq USAF to give public speeches. In fact, as General White has said, "Public speaking is an extremely important duty of every Air Force officer."

TEAMWORK...

Under the National Aeronautics and Space Act of 1958, the management of the Nation's space activities is assigned to two agencies—NASA and the Department of Defense. Through a spirit of teamwork and coordination at policy and working levels these two agencies cooperate to produce a unified effort.

Overall Department of Defense cooperation with NASA is monitored by a board established last September. Called the Aeronautics and Astronautics Coordinating Board, it reviews planning to avoid duplication; coordinates activities of common interest; identifies problems requiring solution by either NASA or DOD and insures a steady exchange of information. Top management level personnel from all space and aeronautics elements of DOD and NASA are represented in the board membership. Although each agency has a different sphere of responsibility, both NASA and the Air Force contribute to each other's program:

NASA's contributions to Air Force advancement in aerospace, as well as to other agencies, are many-fold. The people of NASA (or its predecessor, NACA) have made their indelible mark on such vital projects as the X-15, *Delta-Soar*, B-70, the "blunt nose principle" for reentry vehicles; and the "bottle-neck" effect in aerodynamics.

Similarly, the Air Force has contributed heavily to NASA's effort through research and development on propulsion, guidance, control, techniques and hardware incident to the Air Force ballistic missile programs. For example, the Air Force has contributed to NASA's project *Mercury* by means of the Air Force's *Atlas* boosters and its large-scale program in aerospace medicine. The Air Force and the other services have provided astronauts for this program.

Booster development represents one of the most costly aspects of space work military or civilian. That is why NASA and the Air Force are conducting cooperative programs on vehicles to be used in common, such as *Scout*, *Agena B* and *Centaur*.

The *Scout* vehicle is an excellent example of mutual benefits derived from knowledge and experience shared by NASA and the Air Force. To meet the requirements of military space research, a basic NASA vehicle was adopted by the Air Force, with modifications as necessary for Air Force missions. In addition, certain Air Force modifications to it called the *Blue Scout* have been considered desirable for NASA research

and development missions.

More of this kind of exchange can be expected in the future. According to Lt. Gen. R. C. Wilson, USAF, deputy chief of staff, Development, "we expect to benefit greatly from the scientific and technical knowledge generated by the NASA; we also expect the NASA booster program to reflect military needs, where possible, without compromising their mission . . ."

The Air Force believes that exploration and experimentation in the boundless laboratory of aerospace—plus research, development, probes and flights in the vast operation medium—form a national cooperative effort that can open new vistas to peace while contributing to stronger military security.

AD HOC REPORT...

The report of the Ad Hoc Committee on Space submitted in January to then President-elect Kennedy contains this interesting observation:

"Each of the military services has begun to create its own independent space program. This presents the problem of overlapping programs and duplication of the work of NASA. If the responsibility of all military space developments were to be assigned to one agency or military service within the Department of Defense, the Secretary of Defense would then be able to maintain

control of the scope and direction of the program and the Space Council would have the responsibility for settling conflicts of interests between NASA and Department of Defense.

Chairman of the Ad Hoc Committee on Space, Dr. Jerome B. Wiesner, has been appointed as the President's special assistant for Science and Technology.

AF CONTRIBUTIONS...

Development costs of *Atlas*, *Titan*, *Minuteman*, the B-70, *Agena B* and *Discoverer*, as well as other national programs such as *Polaris*, *Saturn* and *Mercury*, are being reduced both in terms of money and time by tests at the Air Force's Arnold Engineering Development Center in Tullahoma, Tenn.

General White called attention recently to this Air Force contribution to national aerospace advancement. "Without the advanced equipment found at this center, many phenomena of reentry and high-altitude, high-velocity flight would have remained undetected until actual flight tests . . ."

"We are proud," said General White, "that the center is presently supporting, or scheduled to support, major components of every top priority project of the Air Force, Army, Navy and NASA in which aero-dynamic factors apply."

ARDC IN THE SPACE AGE

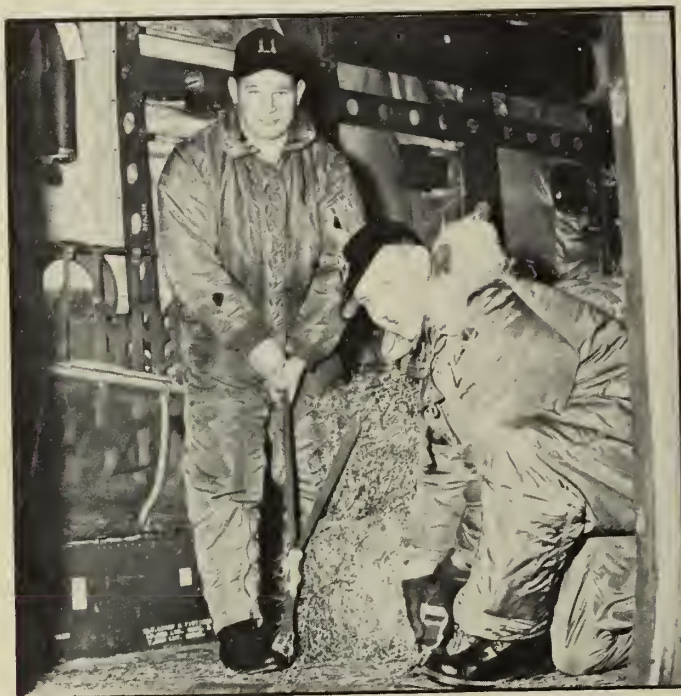
"As long ago as February 1957—eight months before the first Soviet Sputnik was launched into orbit—General Schriever pointed out that more than 90 percent of the equipment needed to carry out active military programs in space was then under development by the Air Research and Development Command... More than 35 experimental orbiting vehicles have been lofted into the cosmic environment that surrounds our planet. Over half of them—all but two American—are still there.

"The statement made in 1957 has been borne out by events. More than 90 percent of the combined payloads of these vehicles, and better than 95 percent of their total weight, have been carried aloft by Air Force booster systems, developed in ARDC, and guided into orbit by Air Force instruments.

"The reliable Thor booster, an early product of ARDC's Ballistic Missile Division, has been the steady wheelhorse in these experiments. ARDC facilities at Cape Canaveral and at Vandenberg AFB have launched every one of the successful American satellites and probes."

MAJ. GEN. JAMES FERGUSON





Loodmasters A1C Donald Sersen and SSgt. Clifford W. Shaver, 514th TCW, Mitchel AFB, NY, ready boles of life-saving alfalfa for some 6,000 deer threatened with starvation as result of recent New York snow storms. Drop was made in cooperation with Southern New York area's game officials.



Col. George H. Wilson (center), commander of the 445th TCW, Dobbins AFB, Go., and Capt. Louis J. DiTroni, wing personnel officer, ore interviewed by Dan Kordecki in the first of a monthly radio series, "With the Dixie Wing," a public service program on radio stotion WBIE in Marietta.



Checking out Det. #6's (13th AACS Sq) unique system of providing on the spot communications in the field are (l-r) Capt. William L. Smith, Jr., Cal. Harry Bishop, 3rd Region commander and Col. Asa Candler, deputy commander. Summer encampment is scheduled for Robins AFB, Georgia.

Reserve Camera



Symbolic key depicts first C-124 delivered to Air Reserve and 77th TCW at Donaldson AFB, S.C. (l-r) Capt. Cangelton, AC (MATS) who flew craft from Travis AFB, Calif.; Capt. W. O. Holmes, Lt. Col. B. J. Mangina, A1C S. Elsmore, SMSgt. H. Kimball, Maj. R. E. Rarden and TSgt. D. M. Lemen.



ANG Muster Day at Greater Pittsburgh Airport netted 18 enlistees as Capt. O. Barclay, admin officer, 112th Ftr Gp (AD) offers pre-indoctrination briefing prior to their departure for Lackland AFB, Texas. Before they return to duty it's 36 weeks of electronics training at Lowry AFB, Colo.

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THE AIR Reservist



APRIL 1961



PRESTWICK, SCOTLAND
Mountain Home AFB, Tenn.

KEESLER, MISSISSIPPI
K.I. Sawyer Airport, Mich.

SONDRESTOM, GREENLAND
K.I. Sawyer Airport, Mich.

GOOSE BAY, LABRADOR
Myrtle Beach AFB, S.C.

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MAY 5 1961

UNIVERSITY OF ILLINOIS

... unique summer exercise for Indiana ANG
unit calls for "ocean hopping"—Stateside
... page 8

"Quote..."

"...The additional aerospace capability provided by the Air Reserve Forces is bought at a cost of less than 3% of the total Air Force budget. A Reserve Forces unit costs less than 1/3 as much as a comparable active duty unit.

"The savings in money goes even further. The primary peacetime mission of the Air Reserve Forces is to train for their wartime roles as part of the Air Force. To make this training as good as possible, we make it as realistic as possible. We use our Air Reserve Forces to carry out peacetime Air Force missions as part of their training.

"...Because our Air Reserve Forces have proved their capability to perform certain Air Force missions and because of the savings which accrue through assigning these roles to the Air National Guard and Air Force Reserve, we are constantly on the lookout for new ways in which the Reserve Forces can contribute more to overall Air Force capability..."

MAJ. GEN. ROBERT E. L. EATON
Asst. Chief of Staff, Reserve Forces

THE AIR Reservist

Vol. XIII—No. 4

APRIL 1961

AIR FORCE RESERVE AIR NATIONAL GUARD
CIVIL AIR PATROL



Lt. Gen. William E. Hall
Commander, Continental Air Command

Col. Richard P. Haney
Chief, Office of Information, CONAC

EDITOR
Fred E. Giachino

ASSOCIATE EDITOR STAFF WRITER
Earl E. Lane MSgt. Paul E. Collins

The Air Reservist is an official publication of Continental Air Command approved by the Secretary of the Air Force in accordance with Section 278, Title 10, U. S. Code. This section requires the dissemination of complete and up-to-date information of interest to the Air Reserve Forces.

Editorial Office: The Air Reservist
Bolling AFB, Washington 25, D.C.

The material contained in The Air Reservist is listed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by Hq. USAF.



BRIG. GEN. JOSEPH J. FOSS is not only one of World War II's most decorated fighter pilots but a strong supporter of the Air National Guard. He has had the distinction of serving two terms as his State's Governor, from 1955 to 1959. Today he is Chief of Staff of the South Dakota ANG. A former Marine, General Foss was credited with destroying 26 Japanese aircraft in the Solomon Island Area for which he received the Congressional Medal of Honor. In addition

he received the *Distinguished Flying Cross*. When the South Dakota Air National Guard was ordered to active duty in March 1951, General Foss was assigned to duty with the Central Defense Zone and remained on active duty until May 1952 when he was returned to state status. The General will head the American Football League into its second year of operation come next fall.

COL. FRANK J. PUERTA, a Fresno, California physician has earned the sobriquet "Flying Doc." To prove it he flies to McClellan AFB several times each month in his Beech Bonanza to serve in his M-Da capacity as assistant to the commander. Col. Puerta's flying activities date back before Pearl Harbor when he checked out in B-17s; four days after the ill-fated attack he arrived in Hawaii. Immediately after WWII he entered the University of California for medical training and received his internship at Fresno City General Hospital in 1951. He started a short-lived medical practice in 1952, but was recalled into the Air Force for the Korean War where he flew B-29s. A combat pilot, Col. Puerta has amassed 3,500 flying hours, of which 700 are in B-47, B-52 and KC-135 jet aircraft.

COLONEL JOHN J. STEFANIK, deputy wing commander of the 102d Tactical Fighter Wing and Air National Guard detachment commander at Barnes Airport, Westfield, Mass., has greatly spurred ANG interests in his community with a series of public speaking engagements to civic groups about Operation Willow Freeze. Colonel Stefanik played an active role in the operation, basically an Army exercise designed to train troops under Arctic conditions. During WWII the Colonel served with the 66th Sq 57th Pursuit Group in Egypt, Libya, Tunisia and Sicily and eventually became squadron commander. He flew 112 combat missions in the P-40 and earned the Silver Star, Distinguished Flying Cross, Air Medal with 12 Oak Leaf Clusters and the European Theater with four battle stars.



A2C GARY G. SMITH, eagle-eye of the 302d TCW (Buckeye Wing), Clinton County AFB, Ohio, wears his official National Rifle Association designed 'sharpshooter' with justifiable pride. In the eight months he's been firing the hand gun in competition, he's collected 18 trophies and six medals. Now he qualifies for CONAC's pistol team. Recent competitions included the third annual Inter-Service pistol matches at Lackland and the ninth annual Texas Mid-Winter pistol matches at San Antonio. In the latter event he fired a 191 of a possible 200 in the .22 cal. timed fire match (sharpshooter class) for a third place medal. As a new member of CONAC's team, Smith expects to fire in the Nationals at Camp Perry in July and the All-Air Force matches at Lackland AFB in mid-June.



New Reserve Generals

Four of the newest Air Force Reserve brigadier generals are shown at a recent meeting of the 9999th ARSg at Capitol Hill. They are (l-r) Nicholas E. Allen, deputy commander 2d AF Reserve Region, Andrews AFB, Md.; Robert W. Smart, deputy director, Legislative Liaison; Senator Howard W. Cannon (Nevada), assistant to commander ARDC; and William C. Lewis Jr., deputy assistant to Secretary of Defense. Other Reserve brigadiers appointed on the same list were Andrew B. Cannan, William R. Lavelace, Benjamin W. Fridge, John W. Richardson, Thomas H. King, Joseph T. Benedict, Wilbur A. Smith, Alexander B. Andrews, John I. Lerom, Russell F. Gustke, Edward J. Haseltine, Asa W. Candler and Rager L. Zeller. Appointed major generals were William P. Farnsworth, Richard L. Meiling, John H. Foster, Frank T. McCay, Jr., Jay G. Brown and Jess Larsen.

... PLANS & POLICY

RESERVE CHAPLAINS MAY EARN POINTS for voluntary participation in specified professional activities. Activities may be performed in support of Regular and Reserve components in addition to Civil Air Patrol and Air Explorer programs. Hq CONAC has published Supplement 1 to AFR 45-15 following numerous inquiries from Reserve Chaplains.

Standby-NARS (Non-Affiliated Reserve Section) Chaplains should benefit most with an opportunity to enhance their professional readiness. Commanders are encouraged to take advantage of the available resources under the new supplement.

The award of one point is authorized for each of the following activities provided they are conducted during other than active and inactive duty training periods:

- Conducting religious services and missions at Air Force installations
- Conducting a military funeral
- Preparing lectures and addresses including dynamics of moral leadership
- Addressing seminary students relative to Air Force Chaplaincy
- Representing the Air Force in appropriate uniform at a public relations function
- Attending training conferences or seminars conducted by command, staff of senior chaplains of other commands.

NARS Chaplains may also accrue training points for providing professional chaplain coverage for Air Force units by applying for attachment to these units under AFR 45-19.

QUALIFIED KC-97 PERSONNEL (pilots, navigators, and flight engineers) are needed by the 126th Air Defense Wing of the Illinois Air National Guard. Full time ANG technicians for navigator and flight engineer positions will also be considered. Applications and additional information may be obtained by contacting the Base Detachment Commander, ANG, O'Hare International Airport, Chicago 66, Illinois.

VOLUNTARY RECALL OF RESERVE AIRMEN has been announced in a change to AFR 45-21. The new list includes about 240 AFSCs along with a change of policy to correspond to airmen prior-service enlistees (after a 90-day or longer break in service). The new age requirements state:

- Airmen must be between 17 and 27 or, they must be 28 to 46 and not older than 27 plus the length of prior honorable federal service;
- Those recalled will be retained on active duty only until they have 30 years of active military service or until they have 20 years active military service and are 55 years of age, depending upon which comes first.

To be eligible for recall, Reserve A3C thru A1C must have completed at least one enlistment in the Armed Forces and must not have over eight years creditable active duty for retirement. USAF Security Service must approve airmen in certain 20 and 29 skills while those in 82170 must be accepted by the Office of Special Investigations. In both cases the regulation tells how to get approval. In order to match changing AF needs the list is revised periodically and shows skills and grades most in demand.

THE SIXTH ANNUAL INFORMATION SEMINAR, sponsored by the 9215th Air Reserve Squadron, New York City, will be held April 20-21, at the Hotel Sheraton-Atlantic. Theme of this year's seminar, "The Need to Inform," will be developed in its various facets—"The Strategy of Truth," "Freedom of the Press," "Keeping the Public Informed," and "How to Tell the Air Force Story Abroad"—by such distinguished speakers as Dr. Arnold Toynbee, historian; A. J. Liebling, author and critic; and Secretary of the Air Force Eugene M. Zuckert, who will be honored guest at the final banquet.

Opening session, which will be held at CBS Studio 52, will be moderated by Charles Collingwood, CBS News, New York, and will be audio-taped, as will subsequent sessions. On the evening prior to the seminar opening session, seminar participants will attend a reception at Gracie Mansion at the invitation of Mayor Robert Wagner, Col., AFRes. Colonel Robert Keim, commander of the 9215th Air Reserve Squadron, is the general chairman of the seminar.

MILITARY AFFILIATE RADIO SYSTEM (MARS) stations (602-type) have been approved for all CONAC Reserve units. Projected training may be in lieu of classroom attendance and operation of the stations will conform to procedures of AFM 100-15 and CONAC MARS Policy Letters. Applications for 602-station licenses must be submitted to Hq CONAC (OCM-M) which will process them to USAF for final approval. By providing a communications network for parent and remote units, 602-stations are expected to reduce expenditures on travel and long distance telephone calls.

STATUS OF RESERVE PERSONNEL affected by the Simpson decision has been clarified by Hq USAF. Prior to the Simpson case, personnel above the grade of airman basic whose court-martial sentence included punitive discharge, hard labor with or without confinement, were automatically reduced to airman basic upon sentence approval by the convening authority even though reduction was not specified in the sentence. However, the Simpson case held that such reduction was a judicial act which increased the severity of the sentence and was therefore invalid.

Following this decision, some airmen retained grades held prior to court-martial conviction but were reduced in pay grade after sentence approval because of the Comptroller General's ruling in August 1959. Action may now be taken to correct the resulting "dual status."

Eligible airmen should apply to the Air Force Board for the Correction of Military Records under AFR 31-3 to have pay grades adjusted to military grades in which they are presently serving. Airmen not eligible include those discharged punitively, or under an unexecuted sentence to punitive discharge; airmen whose sentences as approved specifically provided for reduction to airmen basic; those reduced under Article 15, Uniform Code of Military Justice, or administratively under AFR 39-30. Adjustments for Reserve personnel will be made with a current effective date since there is no legal authority for retroactive pay adjustments.

SAFEST FLYING YEAR in history was logged for the Air Force during 1960. Increased emphasis on flying safety, improved maintenance, greater pilot proficiency and stepped up efforts in the fields of accident prevention ranked high on the list of reasons cited by General Thomas D. White, Air Force chief of staff. In approximately 7.3-million hours of flying, world-wide, under all conditions, the Air Force suffered only 425 major accidents versus 672 in its previous best year, 1959. This represents an overall reduction of 30 percent. Fatal accidents and destroyed aircraft dropped 50 percent each and the dollar loss came down 19 percent. In a breakdown of major accidents the Air Force had 5.7 per one hundred thousand flying hours in 1960, as opposed to 8.2 for 1959—this includes Air Reserve Forces. The 1960 flying safety figure for Reserve also was impressive, showing an improvement rate of 1.9 as against 2.7 for 1959 and CONAC as a whole has been recommended for the Daedalian Trophy. The Air Guard made a sizeable improvement with 9.36 in 1960, against 14.34 in 1959, and has been recommended for the Daedalian Trophy by the deputy chief of staff for Reserve Forces.

The editorial office of The **AIR RESERVIST** is being relocated at Bolling Air Force Base, Washington 25, D.C., effective April 15th. All mail and communications should be sent to the above address. The next **AIR RESERVIST** will be a combined May/June issue expected off the press the latter part of May.



coming
events

APRIL

Continental Air Command Move to Robins AFB, Georgia
April 15.
6th Annual Information Seminar, Sheraton-Atlantic Hotel,
New York City, April 19-21.
ANG Flight Safety and Unit Commanders' Conference
Ellington AFB, Texas, April 19-22.

MAY

CONAC Commander's Conference, Robins AFB, Georgia
May 18-20.
Armed Forces Day, May 20.

JUNE

Reserves Officers' Association National Convention, San
Antonio, Texas, June 21-25.

AIRCRAFT FERRYING MISSIONS of C-119 *Flying Boxcars* by Air Force Reserve crew members from Dreux, France to various destinations throughout the country are continuing. Some 250 Air Reserve crews have been scheduled to fly more than 40 of the *Boxcars*, which are surplus USAF (United States Air Forces in Europe) aircraft. They have already flown 11 of the planes on the 3,600-mile over-ocean hops to the states without incident. About 30 additional C-119s have yet to be delivered.

Five of CONAC's 15 Air Force Reserve troop carrier wings already have participated in the overseas aircraft ferrying mission. They include the 94th Troop Carrier Wing at Hanscom Field, Mass.; the 349th at Hamilton AFB, Calif.; 435th at Homestead AFB, Fla.; the 452d, Long Beach MAP, Calif. and the 512th, Willow Grove NAS, Pa. The overseas ferrying mission is expected to be completed in April.

CIVIL AIR PATROL flew 17,900 hours in 9,873 sorties or flights, in the national air search and rescue program during 1960. This is more than 60 percent of the air search participation of all other reporting agencies combined. During the month of January, 1961, CAP flew 243 hours and 14 sorties. This was CONAC's final national search and rescue summary before turning over the inland air search and rescue plan responsibility to the Military Air Transport Service on February 1.

During the 12-month period, CAP, Air Force, Air Reserve Service, Army, Navy, Coast Guard and various civilian organizations, flew a total of 29,844 hours in 15,480 sorties. Counting the Hawaii and Alaska Wings of CAP, not included in the inland search total, CAP flew 20,072 hours in 1960. In the second six-month period of the year, July 1-December 31, CAP's sorties and hours in the air were 70 percent of the total. This high percentage was due primarily to the 16-state search in August for a flying Oklahoma businessman and his family, lost between Teterboro, N. J. and Oklahoma City. This search was conducted almost exclusively by Civil Air Patrol planes from the various state wings.

Of the reported 696 missions in which all agencies were credited with saving 587 persons, CAP accounted for participation in 216 missions, saving 107 persons.



EXTENSION COURSE INSTITUTE

Dear Reservist:

Several thousand of your compatriots are enrolled with us at the Extension Course Institute. As a result they are afforded opportunity to improve in their military specialties through correspondence work in addition to earning valuable points toward Reserve retirement.

Our objective is to provide the best service possible to our students. However, to maintain high standards and fast service it is imperative that the student body understand the workings of ECI so that they may take advantage of short cuts to improve this service.

Sincerely,
Extension Course Institute



The Extension Course Institute serves the educational needs of more than a quarter-million enrollees of the Air Force and Air Reserve Forces. Key to the success of this far-reaching institution is the individual responsibility of its student body which must on the one hand be encouraged toward successful completion of courses, and on the other, be disciplined when the slack season sets in. All of this is done through the impersonal medium of the postman.

In the area of discipline—if that word may be used to correctly describe the situation—ECI is anxious to correct student misconceptions about its operation; the objective being to improve service. The Air Force emphasis on education and self-improvement has made ECI exceedingly popular. With swelling enrollments and increased administrative handling of text books, lessons, grade cards and examinations, there are mixed emotions at ECI about this popularity.

Several months ago ECI closed down on new enrollments to readjust its procedures and set up a new processing system. With this breather it was possible to make a study of the situation. It was learned that about three percent of the student body was contributing to a serious addition to ECI's processing time because they either did not understand, or mishandled their end of the procedure.

With a student body of 353,274 for which an average of

90,000 examinations and 10,000 diplomas are processed each month, it becomes obvious that ECI is anxious for whatever help it can get. To save ECI and the student time and trouble it has laid down the following ground rules:

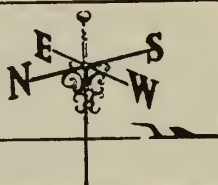
- When sending two or more solutions simultaneously, use only one envelope, if the envelope will accommodate. It takes less time to open one envelope than two or three.
- Don't use *special delivery*. ECI has no special delivery service. If special handling is required (and this should be for inactive Reservists only), certified or registered mail is the answer. All other mail is processed in order of receipt. Sending air mail stamps is useless, and ECI must return the stamps to the student.
- Don't mutilate the envelope furnished by ECI by covering the ECI return address and substituting your own. It's *unnecessary* and *illegal* unless you affix proper postage. The enveloped provided have a "postage and fees paid" indicia.
- It is unnecessary for Course II and III students to fill out the face of ECI Form 3 (Exam) to send in with Staff Studies.
- Don't fold, staple, glue or tape grade cards to staff studies or other papers. And don't change or deface the grade card since it has to be replaced and takes as much time as enrolling a new student. The grade card is vital because it is the only method ECI has to post records on the master file in the automatic data processing system, and will not go through the machines if it has been damaged in any way.
- ECI regularly sends *reminder* post cards to students. These notices remind the student he is charged with a particular volume and the solution has not been received at ECI. Many students request a records check after receipt of the post card reminder on the basis that "the solution has just been sent in." This request is unnecessary as there is a three to four-week period in the processing cycle when the reminder notice and solution would cross.
- It is unnecessary to return texts. If the student wants to terminate his enrollment in a course, or if he gets duplicate or erroneous materials, he should write and explain, returning only the grade cards. ECI texts make excellent reference materials in personal libraries.
- When writing to ECI concerning records, remember that all current records are maintained on magnetic tape by an automatic processing unit. Two or three weeks is required for specific information from the records, and the question can often be answered by reference to the card for the volume (or volumes) in the student's possession. In any event, the student should let ECI know the number of the last volume in his possession or the last one completed.
- Often a student uses a personal envelope (and postage) to request ECI to send him an *official* envelope for mailing his solution. Official envelopes are not essential. If the personal envelope will accommodate the grade card and solution without mutilation, send the solution and grade card along in this envelope. This saves time for the student and mail load at ECI. The object is to get the solution to ECI—not to have them all arrive in a specific type of envelope.

ECI has five other points it would like students to remember when corresponding. They are: 1—write name plainly; 2—print address clearly; 3—include proper service number; 4—list course number; and 5—state volumes involved.

RESERVE MEDICAL TRAINING — In cooperation with the U. S. Department of Defense, about 50 Air Force Reservists are being trained in the Palo Alto-Stanford Hospital, California, to become medical technicians. Medical corpsmen of the 44th Casualty Staging Squadron (Reserve) began a program of 12 weekends of intensive orientation comparable to training received by hospital orderlies. They will be trained in all nursing units, except obstetrics and nurseries, including work in central service and the emergency room.

FIRST OVERWATER TRIP — Two C-119 *Flying Boxcars* of the 446th Troop Carrier Wing, Ellington AFB, Texas, recently completed a nonstop flight from Key West, Florida to Albrook AFB, Canal Zone. This 1,000-mile overwater trip marked the first time that C-119 crews from Ellington had journeyed outside the North American continent since the base was assigned *Flying Boxcars* two years ago. These cargo aircraft, manned by crews from the Houston and New Orleans areas, played a prime support role as part of a 12-plane all-Reservist airlift force in returning men and equipment of the Tactical Air Command to the U. S. following Operation *Solidarity*, a demonstration held for the Panamanians.

CROSS COUNTRY



AID TO WILDLIFE — For the fifth consecutive year, starving wildlife of Pennsylvania became the number one target of the 512th Troop Carrier Wing, Willow Grove, Pennsylvania. In February, men and planes of the 512th air-dropped tons of corn into northern regions of the state where deer, turkey, and grouse were suffering through one of the worst winters on record. C-119 *Flying Boxcars* of the wing dropped the much-needed corn into wilderness areas pinpointed by officials of the Aero Game Feeding Club of Pennsylvania and Pennsylvania Game Commission. The combination of the state furnishing corn and target locations, and the USAF Reserve furnishing aircraft and crews helped game to survive critical weeks before natural food once again became available.

ANG AIR SAFETY PROGRAM—Flying officers of the 147th Fighter Group (AD), Texas Air National Guard and officials of the Federal Aviation Agency are teaming up to develop a coordinated air safety program for Harris County, Texas' crowded air lanes. The primary function of the training sessions is to make private pilots fully aware of the operating areas of the jets so they could use an altitude where they would be safe from disastrous possibilities. Plans for the safety program call for visits to outlying airports, flying schools, flying clubs and any gathering of private and industrial pilots. This community effort calls for wide-spread public notice of the training sessions. Charts and maps showing the jet fighter altitude and traffic patterns are being prepared for use on air field, flying school, and flying club bulletin boards.

A3C John D. Woodward of Philadelphia, Pa., became the first non-prior serviceman to enlist in the 512th TCW, Willow Grove, Pa., in the grade of Airman Third Class. Woodward achieved this distinction by completion of the Civil Air Patrol Cadet Course, thus permitting him to enlist

in any component of the Air Force in that grade. A2C John E. Backenstoe, also of the 512th, holds the distinction of being the youngest member of the State of Pennsylvania's House of Representatives. On training weekends, Representative Backenstoe is assigned to the Confinement and Retraining Section of the Willow Grove unit.

A civic minded owner of an Albany, Georgia, outdoor advertising company, Mr. H. K. Gortatowsky, has done much in the interest of national defense. The 9908th ARSq of Albany was instrumental in having Mr. Gortatowsky place six billboard posters promoting the Air Force Reserve in strategic locations around the Albany area . . . Colonel Jack R. Miller, AFRes., former member of the 9690th ARSq in Sioux City is the newly elected U. S. Senator from Iowa. Senator Miller now holds a Reserve assignment with the DCS/M mobilization program, Hq USAF.

Members of the medical section, 8569th AF Reserve Recovery Group, Des Moines, Iowa, have successfully completed their first simulated recovery mission. The practice exercise included "recovering injured crewmen from stricken" aircraft and providing medical facilities . . . H. T. Mead, vice president of the Mead Corporation, Ohio, recently was awarded a *Certificate of Appreciation* by Lt. Col. John S. Kirk of the 302d TCW, Clinton County AFB. Presentation was made in recognition of the company's contribution to the Falcon Stadium fund drive.

The 388th Bombardment Group (H) Association will hold its 12th annual reunion at the Summit Hotel, Uniontown, Pennsylvania, July 21-23. Anyone who served with this outfit during WWII is cordially invited to attend this event. Further information may be obtained by writing to Edward J. Huntzinger, 863 Maple Street, Perrysburg, Ohio . . . Southern Illinois University AFROTC Singing Squadron has attained interstate Air Force fame with their professional renditions during the past four years. The 72-voice, all male group made 27 appearances last year, including TV shows and a governors' convention. The AFROTC choral group, believed to be the only such organization in existence at university level, plans to cut a 12-inch, long-play record album shortly.

The 'what's in a name?' adage is very familiar to two Air Force officers who have never met. An active duty Captain Thomas E. Convery is information officer for the 7101st ABWg in Wiesbaden, Germany. A Captain Thomas E. Convery, formerly of the 22d Bomb Wing, March AFB, Calif., is now a Reservist with the 729th TCSq at March. Since 1958, there have been many mix-ups in identities of the two men, such as getting each other's mail, including a misdirected Regular commission.

GUARD NOTES: The Alaska Air National Guard aided immeasurably in the Juneau Icefield Research Program during its annual investigations in the northern boundary range of Alaska last year. The ANG made a series of landings on the icefield with C-123J ski-craft, the largest aircraft capable of ski-landings on a glacier. The USAF contingent led by Lt Col Whitney L. Morgan transported supplies and construction materials necessary for the research program. . . Colonel George L. Murphy, the Roman Catholic priest who has served Ohio National Guardsmen since World War II, has retired after nearly nineteen years of active and Reserve military service. Father Murphy, a priest of the Society of Jesus, continues to serve in a Cleveland, Ohio, parish.



Reservists have been scheduled for pararescue duty and will soon be hitting the silk as members of Reserve Air Rescue Service. It marks the first use of Reservists as parachutists.

New role for Air Force Reserve . . .

PARARESCUE

Newest—and most dramatic—role to be opened to Air Force Reservists is *pararescue* in the Air Reserve Rescue squadrons—the first use of the Reservist as a parachutist.

In this new role, the Reserve *pararescuer* becomes an aircrew member, flying search and rescue missions in SA-16s, SC-54s, or SH-19 and SH-21 helicopters. As part of the rescue team on missions, he is used to penetrate to the distress scene when other means are impossible or too time-consuming. He jumps, extricates survivors from aircraft wrecks; administers emergency treatment and advance first aid; provides for survival, protection and comfort until such time as evacuation is possible. If air-removal from the site is feasible, he prepares the survivor for airlift. From the scene, with constant contact with the aircraft commander through walkie-talkie radio and signal devices, he advises of the survivor's condition and recommends and coordinates methods of evacuation.

Designation of the new Reserve slot is *Reserve Survival Technician* (commonly known as *paramedic*). Qualifications call for dual AFSCs of paratrooper and medical technician. Any ex-military man—Army or Air Force—who has held *either* AFSC is qualified to enlist in this program as a Reservist. The man who has had parachute training (government or military) will receive medic-qualifying training in advanced first aid, emergency medical care survival techniques and evacuation. Likewise, the man who has had a medical AFSC will be given parachute training. Also eligible for qualifying training are non-prior servicemen in the 6-month, 8-year obligation program.



AF Regular TSgt Joe Williams finds it routine to board an SA-16 Albatross after nearly 275 drops. Air Force is training airmen to recover NASA's Mercury capsules.

Parachute qualification—or "jump status"—will be achieved at Ft. Benning, Georgia; medical training at Gunter AFB, Alabama. Participants in the Air Reserve Technician (ART) program are also eligible to apply for the *pararescue* slots.

A recent manning authorization makes available some 55 slots for Air Force Reserve pararescuemen; 11 each in the five Air Reserve Rescue Squadrons—301st, Homestead AFB, Fla.; 302d, Luke AFB, Ariz.; 303d, March AFB, Calif.; 304th, Portland IAP, Ore.; and 305th, Selfridge AFB, Mich.

Interesting developments are shaping up within the broad scope of USAF Air Rescue Service missions. Some have been adopted into the program; some are experimental. Since the Air Rescue Service is in support of USAF's global air and space operations, *including* research and development, it follows that ARS aircraft will locate and retrieve personnel and materiel in air, on land, or *water*. This would include capsules, nose cones, manned or unmanned ballistic and orbital capsules. Even now, pararescuemen of the Regular Air Force Air Rescue Service are being trained in SCUBA (self-contained underwater breathing apparatus) and underwater rescue techniques. In the not-too-distant future, this highly specialized training conceivably may be offered to the Air Force Reservist—still another progressive step in the direction of greater capability, efficiency and readiness of the Reserve in carrying out the over-all USAF mission.

A deployment exercise simulating overseas hops — **STATESIDE** — is a unique innovation in summer encampments. Our cover depicts the Indiana Air Guard's 122d Tactical Fighter Wing which breaks training tradition in July when it "hops overseas" to a forward fighter base in "Central Europe."

Focal Point

~~SUMMER~~ ENCAMPMENTS '61-'6

THIS year summer encampments will be the rule for the majority of Air Force Reserve units; the only exceptions are a few troop carrier outfits which performed their tours during the colder months and, in the process have set what may be a different trend in training schedules. Several Air National Guard units are slated for duty before the end of this fiscal year; the remainder will be trained after June 30 when new training money becomes available.

For the past few years an Exercise *Pine Cone* has signaled the high point of the summer encampment season with large numbers of Air Force Reserve and Air National Guard flying units, and supporting ground elements, going into action. The purpose of the *Pine Cones* was to support U. S. Army ground and airborne troops in giant mock warfare extending over the two-state area of North and South Carolina. The 1960 games, *Bright Star/Pine Cone III*, were the largest of their size ever held in peacetime.

All of the massive *Pine Cone* activity was generated to support larger than corps-size Army airborne units in training for brush-fire warfare. However, the U. S. Army has a new requirement to narrow its sights and conduct airborne training at corps, division and battle group level. Consequently, instead of a large affair each year involving in excess of two airborne divisions, it will conduct one exercise of two-division-size and several much smaller division and battle group operations.

... Swift Strike

A corps-size exercise, called *Swift Strike*, is scheduled for the Fort Bragg, N. C., area during August 6-20. Half the size of *Pine Cone III*, it will involve the 101st and 82d Airborne Divisions, six Air Force Reserve troop carrier wings

and six aerial port squadrons; one Air National Guard tactical reconnaissance wing with three squadrons and two ANG troop carrier squadrons. One hundred and eighty C-119 *Flying Boxcars* from the 94th, 512th, 459th, 433d, 434th, and 440th Troop Carrier Wings will furnish troop and cargo drops; the 11th, 14th, 16th and 18th Aerial Port Squadrons will assist them. The 123d Tactical Reconnaissance Wing (Kentucky ANG) with its 154th and 165th squadrons, the 180th squadron (Missouri ANG), and the 130th Troop Carrier Squadron (M) (Maryland ANG) and 135th Troop Carrier Squadron (M) (West Virginia ANG), will provide additional support.

... past operations

Exercises already completed include *Willow Freeze*, which was a joint Army-Air Force Reserve-Air National Guard operation in Alaska during the month of February in conjunction with the Alaskan Air Command. Operation *Solidarity*, held

in Panama, March 1-9, was an Air Force Reserve troop carrier and air rescue squadron venture in support of the Caribbean Army and Air Commands. The 514th Troop Carrier Wing and 301st Air Reserve Rescue Squadron represented the Air Reserve Forces in this event. Both of these operations were under operational control of Tactical Air Command utilizing CONAC's Reserve troop carrier forces.



Active duty training for Reserves is becoming an all-year activity. This is typified by Major Earl Steinke, 440th TCW, as he photographs Maunt McKinley in Alaska during February's exercise, Operation *Willow Freeze*.

... more exercises.

Exercise *Thunderbolt* will be held April 16-30 at Fort Hood, Texas, when 10 to 15 C-119s from the 446th Troop Carrier Wing will conduct aerial resupply missions in support of armored units in the field. The 349th Troop Carrier Wing is scheduled to place five C-119s in a three-day resupply mission in support of 4th Infantry Division units in Exercise *Lava Plains* to be held at Yakima, Washington, May 8-22. Also during May, Exercise *Mohawk Arrow* at Camp Drum, N. Y., the 94th Troop Carrier Wing will provide all airlift required in support of selected 1st Army units.

... off to Alaska.

Another Alaska operation will be conducted in June when five C-119s from the 452d Troop Carrier Wing airlift Air National Guard elements from Elmendorf AFB to Charleston, W. Va. In February 1962, the 514th Troop Carrier Wing will participate in Exercise *Great Bear* in the northernmost state when it will support the Alaskan Air Command and Air National Guard units with approximately 40 C-119s.

March 1962 has been slated for Exercise *Track Down* at Fort Hood, Texas. This exercise will expand on *Thunderbolt*, utilizing the 445th Troop Carrier Wing and additional units

■ See ENCAMPMENTS page 10

728th TCSq	"	"	"	"	"	Jul 15-24
729th TCSq	"	"	"	"	"	Jul 15-24
730th TCSq	"	"	"	"	"	Jul 15-24
733d TCSq	"	"	"	"	"	Jul 15-24

11th. Travis Fld, Ga., Aug 6-20; 18th (Det #1), Willow Grove, Pa., Aug 6-20; 15th (Det #1), Clinton Co., O., Jul 8-22; 18th, Clinton Co., O., Aug 6-20; 15th, To be announced; 14th (Det #1), North Field, S. C., Aug 6-20; 14th, Ellington AFB, Tex., Feb 3-17, 1962; 16th, Ft. Campbell, Ky., Aug 6-20; 16th (Det #1), Shaw AFB, S. C., Aug 6-20; 17th, Gowen ANG, Ida., Aug 5-19; 17th (Det #1), Gowen ANG, Ida., Jul 15-29.

301st, Kincheloe AFB, Mich., Jul 29-Aug 12; 302d, USNAS, Seattle, Wash., Jul 1-15; 303d, USNAS, Seattle, Wash., Jul 15-29; 304th, USNAS, Seattle, Wash., Jul 29-Aug 12; 305th, Kincheloe AFB, Mich., Jul 15-29.

11th. North Field, S. C., Aug 15-28; 11th (Det #1), Bakalar AFB, Ind., Jul 23-Aug 6; 11th (Det #2), North Field, S. C., Aug 15-28; 11th (Det #3), Lowry AFB, Colo., Jul 16-30; 11th (Det #4), Suffolk County AFB, N. Y., Aug 15-28; 11th (Det #5), Hill AFB, Utah, Aug 17-31; 11th (Det #6), Selfridge AFB, Mich., Jun 10-24; 11th (Det #7), Scott AFB, Ill., Jun 1-15; 12th, Mather AFB, Calif., Jul 17-31; 12th (Det #1), Wendover AFB, Utah, Jul 17-31; 12th (Det #2), Mather AFB, Calif., Jul 17-31; 12th (Det #3), Fairchild AFB, Wash., Jul 10-24; 12th (Det #4), Mather AFB, Calif., Jul 9-23; 12th (Det #5), Tinker AFB, Okla., Jul 9-23; 12th (Det #6), Hamilton AFB, Calif., Aug 1-15; 12th (Det #7), Mather AFB, Calif., Jul 9-23; 13th, Tinker AFB, Okla., Jul 2-16; 13th (Det #1), Tinker AFB, Okla., Aug 26-Sep 9; 13th (Det #2), Ellington AFB, Tex., Jul 16-31; 13th (Det #3), Robins AFB, Ga., Jul 2-16; 13th (Det #4), Tinker AFB, Okla., Jul 2-16; 13th (Det #5), Robins AFB, Ga., Jun 10-24; 13th (Det #6), MacDill AFB, Fla., Aug 19-Sep 1; 13th (Det #7), Robins AFB, Ga., Jul 10-24.

81st, Charleston AFB, S. C., Jul 16-30; 82d, Travis AFB, Calif., Aug 20-Sep 3; 83d, McChord AFB, Wash., Jul 1-15; 84th, Charleston AFB, S. C., Aug 13-27; 85th, McGuire AFB, N. J., Jul 30-Aug 13th; 86th, McChord AFB, Wash., Jul 16-30; 87th, Travis AFB, Calif., Jul 9-Aug 23; 88th, McGuire AFB, N. J., Aug 13-27; 89th, McGuire AFB, N. J., Aug 13-27; 90th, Charleston AFB, S. C., Jul 1-15; 91st, Travis AFB, Calif., Jul 30-Aug 13.

3d Gp, 31st, 32d, and 40th Sq. Travis AFB, Calif. Aug 12-26; 4th Gp, 45th and 46th Sq, Scott AFB, Ill., Jul 18-22; 7th Gp and 33d Sq. McGuire AFB, N. J., Jul 29-Aug 12; 34th Sq. Kelly AFB, Tex., Jul 29-Aug 12; 35th Sq. Brookley AFB, Ala., Jul 29-Aug 12; 36th Sq, Scott AFB, Ill., Jul 29-Aug 12; 37th Sq, Kelly AFB, Tex., Jul 29-Aug 12; 47th Sq, Scott AFB, Ill., Jul 8-22.

39th, USNAS, Seattle, Wash., Jul 8-22; 51st, Dover AFB, Del., Aug 13-27.

1st ADW, 101st Ftr Gp, 132d FISq	Dow AFB, Me.	Unknown
2d TFW, 101st & 131st TFSq	Otis AFB, Mass.	Jul 1-15
3d Ftr Gp, 118th FISq	Bradley Field, Conn.	Jul 1-15
5th AMTG, 137th AMTSq	Westchester Co, N. Y.	Unknown
6th AMTG, 102d AMTSq	Otis AFB, Mass.	Jul 15-29
7th TFW, 136th & 138th TFSq	Otis AFB, Mass.	Jul 29-Aug 12
8th TFW, 141st, 119th TFSq	Travis, Ga.	Jul 15-29
9th ATG, 139th ATSq (Hv)	Schenectady Co, N. Y.	Unknown
1th Ftr Gp, 103d FISq	Philadelphia Intl, Pa.	Jul 8-22
2th ADW	Syracuse, N. Y.	Jul 22-Aug 5
2th Ftr Gp, 146th FISq	Greater Pittsburgh, Pa.	Jul 29-Aug 12
3th TFW, 121st & 104th TFSq	Travis, Ga.	Jul 1-15
4th Ftr Gp, 175th FISq	Foss Field, S. D.	Jun 10-24
6th ATW, 116th ATG, 128th ATSq(Hv)	Dobbins AFB, Ga.	Unknown
7th TRW, 106th, 160th, 153d & 184th	Gulfport Muni, Miss.	Jul 2-16
7th TRSq	Hutchinson ANG Base, Kan.	Jul 16-30
8th ATW, 105th ATSq(Hv)	Berry Field, Tenn.	Aug 5-19
9th Ftr Gp, 178th FISq	Hector Field, N. D.	Jun 3-17
0th Ftr Gp, 186th FISq	Great Falls Intl, Mont.	Jun 10-24
1st TFW, 162d, 164th & 166th TFSq	Phelps-Collins, Mich.	Aug 6-20
2d TFW, 163d, 113th & 112th TFSq	Special Exercise	Jul 15-29
3d TRW, 165th & 154th TRSq	Gulfport Muni, Miss.	Aug 6-20
4th Ftr Gp, 190th FISq	Boise Air Terminal, Ida.	Jun 10-24
5th Ftr Gp, 159th FISq	Imeson, Fla.	Jun 11-25

126th ARW, 126th ARG, 108th ARSq(M)	Chicago-O'Hare Intl, Ill.	Unknown
127th TRW, 107th, 171st & 172d	Phelos-Collins. Mich.	Jul 8-22
127th TFSq	McDonnell AFB, Kan.	Jul 15-29
128th ADW, 115th Ftr Gp, 176th FISq	Volk Field, Wisc.	Jun 3-17
128th ARG, 126th ARSq(M)	Gen. Mitchell Fld, Wisc.	Aug 19-Sep 2
129th TCSq(M)	Hayward Muni, Calif.	Jul 22-Aug 5
130th TCSq(M)	Kanawaa Co. W. Va.	Aug 6-20
131st TFW, 110th, 169th & 170th TFSq	Volk Field, Wisc.	Jul 30-Aug 13
132d ADW, 132d Ftr Gp, 124th FISq	Des Moines Muni, Ia.	Aug 5-19
133d ATW, 133d ATG, 109th ATSq(Hv)	Minneapolis-St. Paul Intl, Minn.	Jul 1-15
134th Ftr Gp, 151st FISq	McGhee-Tyson, Tenn.	Jun 11-25
135th TCSq(M)	Travis, Ga.	Aug 6-20
136th ADW, 136th Ftr Gp, 181st FISq	Hensley NAS, Tex.	Unknown
137th ATW, 137th ATG, 185th ATSq(Hv)	Will Rogers, Okla.	Aug 13-27
138th ATG, 125th ATSq(Hv)	Tulsa Muni, Okla.	Aug 13-27
140th TFW, 140th TFG, 120th TFSq	Buckley ANG Base, Colo.	Jun 10-24
140th AMTSq	Olmsted AFB, Pa.	Jul 1-15
142d ADW, 141st Ftr Gp, 116th FISq	Spokane Intl, Wash.	Jun 10-24
142d Ftr Gp, 123d FISq	Portland Intl, Ore.	Jun 10-24

to meet requirements. The operation will see approximately 35 C-123 Providers and 10 C-119s in action.

... more for 1962

Yakima, Washington again will be the scene of a 4th Army infantry division exercise called *Mesa Drive*. Approximately 30 C-119s from the 349th and 452d Troop Carrier Wings will participate in this exercise in May of 1962. *Seneca Spear*, similar to *Mohawk Arrow*, will be held at Camp Drum, N. Y., in May 1962, when 10 C-119s will be furnished from a still to be selected troop carrier unit.

... special exercise for ANG.

High point of the training year takes place in July when the 122d Tactical Fighter Wing (Indiana ANG) engages in a unique special exercise. The unit, comprised of approximately 1,800 officers and airmen equipped with more than 80 F-84F jet tactical fighters, will simulate a 3,350-mile ocean and island-hopping mission to Central Europe—*within the confines of the continental U. S.* For example, the starting point at Myrtle Beach AFB, S. C., will become *Goose Bay, Labrador*; K. I. Sawyer Airport, Mich., will be *Sondrestrom, Greenland*; Minot AFB, N. D., will serve as *Keflavik, Iceland*; Mountain Home AFB, Ida., will use the identity of *Prestwick, Scotland*; and George AFB, Calif., will be the terminating point of *Chateauroux, France*.

The exercise will begin on July 6 when an advance group of Air Guard support personnel will begin deployment from the 122d's three squadrons located at Toledo, Ohio, Terre Haute and Fort Wayne, Indiana. These elements will be transported by Air Force and ANG C-97 *Stratofreighters* to selected Air Force bases throughout the country and placed in a zigzag pattern to correspond to the ocean-hopping flight route.

... dawn takeoff.

On July 16, the first day of the exercise, 20 fighter aircraft from one of the squadrons will depart their home base and head for the launch site at Myrtle Beach/*Goose Bay, Labrador*. The following day, at a pre-dawn takeoff, pilots will form-up into flights of four to accomplish the long jaunt. Eight of the sleek jet fighters will make the trip nonstop by utilizing air-to-air refueling from KC-97s stationed along the route. The refuel rendezvous will be somewhere in the North Dakota-Idaho area. The remaining 12 fighters will proceed over the same course; however, they will utilize the "island-hopping" technique and be serviced and maintained by Air Guard ground personnel already in position at the stopover points. Each of the other two squadrons will repeat these patterns by following the first squadron on successive days.

... the real job begins.

While these long flights are being used as a more realistic type of training to test the 122d Wing's true capability to assume its M-Day mission with Tactical Air Command, this is only half the mission. Upon arrival at George AFB/*Chateauroux, France*, the fighter pilots will engage in an extensive air-to-air gunnery program, firing at the new, high-speed *Dart* tow targets to accomplish their annual qualification in aerial gunnery.

The actual operation and deployment of personnel will involve approximately 800 Air Guardsmen from the 122d. The balance of personnel, numbering around 1,000, will remain at their home stations where they will conduct extensive training. On July 29, all of the Air Guardsmen should be assembled at their home bases when they return once more to their civilian pursuits.



Reservists may obtain these books by mail order (at listed prices) from the Aerospace Book Club, 7801 Old Georgetown Road, Washington 74, D. C. The Club, established by the Air Force Association at the specific request of the Air Force, offers club members the opportunity to purchase certain of these and other aerospace books at substantial discounts. Reservists also may obtain recommended books at reduced rate from the Air University Book Department, Maxwell AFB, Ala.

This Was Air Travel, by Henry R. Palmer, Jr. (Superior Publishing Co., \$11.95). A picture history of aeronauts and aeroplanes from the early days to present.

Dick Bong: Ace of Aces, by Gen. George C. Kenney, USAF (Ret.) (Duell, Sloan and Pearce, \$2.95). The biography and combat story of Major Richard I. Bong, top American ace (40 victories in the Pacific) in World War II, by the Commander of the Far East Air Forces during the war.

The Air Force Blue Book, Volume II, edited by Tom Compere (Bobbs-Merrill, \$4.95). Narrative coverage of the mission, operation, equipment, personnel and activities of the USAF in some 40 chapters by leading writers and military authorities. Contains exhaustive almanac of facts on Air Force history and current status.

The Air Force Year Book (Taylor Publishing Co., \$6.00). A distinguished over-size picture story of the USAF. Covers in words and photo each major command, its leaders and mission. Each AF base world-wide is presented in photo showing mission, on-and-off duty activities, base installations, etc., in the format of a college annual.

Seven Into Space, by Joseph N. Bell (Popular Mechanics Press, \$3.95). The story of Project Mercury, the seven men training for orbital flight, and description of the space vehicles they will ride.

Mission Intruder, by Rutherford Montgomery (Duell, Sloan and Pearce, \$3.00). Fourth in this fiction series featuring AF Captain Kent Barstow, jet pilot, trouble shooter, intelligence agent. This one is set in Alaska where Barstow is assigned to track down and kill a high-flying supersonic enemy aircraft.

American Combat Planes, by Ray Wagner (Doubleday, \$9.95). A profusely illustrated history-encyclopedia of the development and employment of all military aircraft in the United States from the beginning to present.

Always Another Dawn: The Story of a Rocket Test Pilot by A. Scott Crossfield, with Clay Blair, Jr. (World Publishing Co., \$4.95). An autobiography by the well-known North American Aviation civilian test pilot, former Navy flyer and first to fly the X-15. Emphasizes his role in research especially the "X" series and his dramatic experiences with the X-15.

"CD-CAP! . . . CD-CAP! . . ." Is this a new distress code? It might be — for an organized, formidable civilian survival force in the making as Civil Patrol wings and state Civil Defense agencies agree on instant, concerted action, when the time comes!

CIVIL
AIR
PATROL



WE who live in the whirling world of jets and rockets, astro-ape "mam" and the astronauts-to-be, dare not belittle the small civilian craft that can take off and land in a cow pasture. These same single and twin-engined planes might well be the salvation of this country should a thermonuclear attack threaten its very existence.

Civil Air Patrol, for 20 years associated with hedgehopper, barnstormer and business-pilot members, who rally to a lump of sugar when emergencies arise, fits neatly into the national defense and survival panorama.

With this in mind, Brig. Gen. Steven D. McElroy, USAF, national commander of Civil Air Patrol, has called on state CAP wings to consummate written agreements with their state Civil Defense agencies to provide automatic reaction by CAP forces to a Civil Defense call, should a crisis arise.

The role of CAP as an Air Force civilian auxiliary is constantly being studied to keep pace with rapidly changing requirements of the Air Force and the nation.

Civil Defense is "government," and whether it be federal, state, county or city, its operation must include some military participation. With community CAP units working directly with Civil Defense, personnel and equipment of the Air Force would be relieved to support combat units. Jointly, organized civilian teams would help their fellow citizens along the survival road.

"Since Civil Air Patrol members are civilian volunteers and not subject to military mobilization as units," General McElroy said, "they may become the only unit within the local community capable of organized assistance during complete chaos and panic that may result from a nuclear attack. Civil Air Patrol members have a great individual responsibility to local communities."

The general said that CAP duties could be specifically defined in agree-

ments between the CAP wing commander and state Civil Defense officials. Several CAP wings have had written agreements with Civil Defense for the past several years. Arkansas and Mississippi wings were the first to formulate agreements with their state CD agencies under a recent policy established by CAP's National Executive Committee.

General McElroy is emphasizing to his CAP commanders the importance of light aircraft and the organization of civilian volunteer pilots to meet emergency conditions.

Civil Air Patrol has 4,200 member and corporate-owned aircraft and about 8,000 licensed pilots. The national total, according to Federal Aviation Authority statistics, is approximately 70,000 light aircraft and a quarter-million pilots.

"No other country in the world possesses civilian pilots and flying equipment in such quantity," the general said, "... in planning for reaction to disaster, either localized or nationwide, the capability which this country now possesses in this fleet ... will not be overlooked."

Mission-trained veteran CAP members provide a willing nucleus for emergency effort. Corporation-owned surplus and private aircraft, trucks, jeeps, "swamp buggies," autos and 13,500 ac-

tive CAP radio stations always are standing by.

Recently, CAP opened its membership to aviation specialists who desire affiliation on an emergency on-call basis only, skipping the routine of meetings and basic courses normally required of CAP members. With this arrangement, a senior CAP mission pilot, in charge of each state wing's emergency operations can direct the CAP mission training of these specialists and give them standing assignments in the event of emergency.

Should a national fight for survival begin with the blast of a nuclear bomb, every CAP aircraft and piece of equipment would be called into action for Civil Defense. All of CAP's emergency specialists would have automatic direction under the CD-CAP plan.

As would be expected a holocaust would destroy much, but not all. Aircraft at outlying civilian airports are less likely to be in the target zone than the heavies at an Air Force base. They can go into action to provide transportation, communication and observation to help the CD director restore order. Their call to this emergency would exact the very best of their abilities to fly as the air arm of Civil Defense, a mighty factor in surviving another war.



Civil Air Patrol will team up with local Civil Defense agencies by furnishing courier, communications and other services in event of disaster.

143d TCSq(M)
144th ADW, 144th Ftr Gp,
194th FISq
144th ATSq(M)
145th AMTG, 156th AMTSq
146th ATW, 146th ATG, 115th
& 195th ATSq(Hv)
147th AMTSq
147th Ftr Gp, 111th FISq
148th Ftr Gp, 179th FISq
149th TFSq
149th Ftr Gp, 182d FISq
150th Ftr Gp, 188th FISq
150th AMTSq
151st ATG, 191st ATSq(Hv)
152d TRG, 192d TRSq
153d AMTG, 187th AMTSq
154th Ftr Gp, 199th FISq
155th Ftr Gp, 173d FISq
155th ATSq (Hv)
156th Ftr Gp, 198th FISq
157th ATG, 133d ATSq(Hv)

158th Ftr Gp, 134th FISq
159th Ftr Gp, 122d FISq
160th ARG(MO), 145th ARSq(M)
161st Ftr Gp, 197th FISq
162d Ftr Gp, 152d FISq
163d Ftr Gp, 196th FISq
165th Ftr Gp, 158th FISq
166th ATG, 142 ATSq(Hv)
167th AMTSq
169th Ftr Gp, 157th FISq
174th TFSq
180th TRSq
183d AMTSq

101st, Grenier AFB, N. H., Jul 1-15; 104th, Travis Fld, Ga., Jul 1-15; 105th, Sewart AFB, Tenn., Jun 5-19; 107th, Phelps-Collins ANGB, Mich., Jul 8-22; 111th, Unknown; 113th, Pope AFB, N. C., Jun 10-24; 116th, Geiger Fld, Wash., Jun 10-24; 119th, Travis Fld, Ga., Jul 15-29; 121st, Travis Fld, Ga., Jul 1-15; 122d, Gulfport, Miss., Jun 4-18; 123d, Portland IAP, Ore., June 10-24; 125th, Tulsa MAP, Okla, Aug 13-27; 126th Minn-St. Paul Apt, Minn., Jul 1-15; 127th, McConnell AFB, Kan., Jul 15-29; 131st, Otis AFB, Mass., Jul 1-15; 140th, McGuire AFB, N. J., Aug 12-26; 146th, Hancock Fld, N. Y., Jul 22-Aug 5; 154th, Gulfport, Miss., Aug 6-20; 155th, Memphis MAP, Tenn., Aug 5-19; 156th, Travis Fld, Ga., Jul 29-Aug 12; 163d, Volk Fld, Wisc., Jul 29-Aug 12; 164th, Sewart AFB, Tenn., Aug 5-19; 165th, Phelos-Collins ANGB, Mich., Aug 6-20; 167th, Kanawha Co. Apt, W. Va., Aug 6-20; 181st, Unknown; 182d, Unknown; 195th, Travis AFB, Calif., Jul 8-22; 196th, Hamilton AFB Calif., Aug 19-Sep 2; 198th, Ramey AFB, P. R., Jul 22-Aug 5; 199th, Hickam AFB, Hawaii, Jun 17-Jul 1.

211th. Selfridge AFB. Mich.; Wright-Patterson AFB. O.; Dover AFB. Del., Indian-
town Gap, Pa.; Jul 8-22; 212th (Comm Construction). Pease AFB. N. H., plus 1
other site. Jun 10-24; 213th. Patrick AFB Fla., Jul 1-15; 214th. Eglin AFB. Fla.,
Aug 12-26; 215th. Hill AFB, Utah. Jun 10-25; 216th, Vandenburg AFB. Calif.,
Jun 17-Jul 1; 217th. Kelly AFB. Tex.; Lincoln AFB, Neb., Jun 10-24; 218th,
Elkhorn, Neb., Kelly AFB. Tex., Jul 29-Aug 12; 219th. Kelly AFB. Tex., Jun 10-24;
Tinker AFB Okla., Aug 13-27; Altus AFB Okla., Aug 13-27; 241st. Fglin AFB. Fla.;
Brookley AFB, Ala.; Homestead AFB Fla.; Jun 10-24; 243d, Griffis AFB. N.Y.,
Presque Isle. Me.; Jun 17-Jul 1; 266th (Comm Construction). Scott AFB, Ill.,
Aug 13-27; 270th (Comm Construction). Selfridge AFB Mich.: Wright-Patterson
AFB. O.; Dover AFB. Del.; Jul 8-22; 272d. Lackland AFB. Tex.; Barksdale AFB, La.,
Aug 13-27; 273rd, Kelly AFB, Tex.; Blytheville, Ark.; Jun 4-18.

102d, Camp Smith, N. Y., Jul 8-22; 103d, Ft. Devens, Mass., July 8-22; 109th, Hawaii, Unknown; 115th, Travis Fld, Ga., Jul 15-29; 123d, Indiantown Gap Reservation, Pa., Jul 8-22; 128th, Volk Field, Wisconsin, Jul 29-Aug 13; 129th, Myrtle Beach AFB, S. C., Jul 15-29; 130th, Utah, Unknown; 138th, Colorado, Unknown; 140th, P. R., Unknown, 169th, Hawaii, Unknown.

101st, N. J. Tng Site, Sea Girt, N. J., Jul 8-22; 108th, Otis AFB, Mass., Jul 8-22; 112th, Aberdeen Proving Grounds, Md., Jul 8-22; 117th, Charleston AFB, S. C., Jul 15-29; 119th, Truax Fld, Wisc., Jul 29-Aug 13; 133d, Camp McCoy, Wisc., Jul 29-Aug 13.

231st, Ft. Miles & Dover AFB, Del., Jul 8-22; 242d, Spokane IAP, Wash., Jun 10-24.

Otis AFB. Mass.	Aug 12-26
Fresno Air Terminal, Calif.	Aug 19-Sep 2
Kulis, Alaska	Unknown
Travis, Ga.	Jul 29-Aug 12
Van Nuys, Calif.	Jul 8-22

Greater Pittsburgh, Pa.	Aug 12-26
Ellington AFB Tex.	Unknown
Duluth Muni, Minn.	Jun 10-24
Richmond, Va.	Unknown
Kelly AFB Tex.	Unknown
Kirtland AFB, N. M.	Jun 10-24
Otis AFB, Mass.	Jul 15-29
Salt Lake City Muni #1, U.	Unknown
Boise Air Terminal, Ida.	Aug 19-Sep 2
Cheyenne MAP, Wyo.	Jun 3-17
Hickam AFB, Hawaii	Jun 17-Jul 1
Lincoln AFB, Neb.	Aug 12-26
Memphis Muni, Tenn.	Aug 5-19
Roosevelt Roads, P.R.	Unknown
Grenier Fld, Manchester	Jul 1-15

Burlington MAP. N.H.	Jun 17-Jul 1
Gulfport Muni. Miss.	Jun 4-18
Clinton Co AFB, O.	Jun 15-29
Phoenix, Ariz.	Unknown
Tucson, Ariz.	Unknown
Ontario IAP, Calif.	Aug 19-Sep 2
Travis, Ga.	Unknown
New Castle Co. Del.	Jul 1-15
Martinsburg Muni, W. Va.	Jun 10-24
Congaree ANG Base, S. C.	Aug 13-27
Sioux City Muni, Ia.	Aug 12-26
Swift Strike	Aug 6-20
Gulfport Muni, Miss.	Jun 4-18

232d, Unknown, Jul 8-22; 233d, Buckley ANGB, Colo., Jun 10-24; 234th, St. AFB, Nev., Jun 10-24; 235th, Wright-Patterson AFB, O., Jul 8-22; 236th, Eng. AFB, La., Jul 8-22; 237th, Chanute AFB, Ill., Jun 10-24; 238th, Key Field, (port, Miss., Jul 8-22; 239th, Gowen ANGB, Ida.; Buckley ANGB, Colo., Jun 10-240th, Congaree Fld, S. C., Aug 13-27.

221st, Boeing Apt. Wash., Jun 10-24; 222d, McClellan AFB. Calif., Jul 8
224th, ANG PTS, Otis AFB, Mass., Aug 12-26; 233d, Scott AFB, Ill., Aug 12
244th, Camp Rilea, Ore., Jun 10-24; 261st, Van Nuys ANGB, Calif., Jul 8
265th, ANG PTS, Otis AFB, Mass., Aug 12-26.

142d. Camp Rilea, Ore., Jun 10-24; 143d. Camp Rilea, Ore.; Salem, O., Jun 10-24; 149th. Hayward ANGB Calif.; Mather AFB, Travis AFB, Hamilton, CA, Jun 10-24; 262d. Boeing apt, Wash.; Bremerton, WA, Jun 10-24; 263d. Scott AFB, Ill.; Richards-Gebaur AFB, W. Olympia, Wash.; Jun 10-24; 264th. Scott AFB, Ill.; Jun 10-24; 265th. Whiteman AFB Mo.; Forbes AFB, Kans.; McConnell AFB, Kans., Aug 12-26; 266th. Bunker Hill AFB, Ind.; Kincheloe AFB, Mich.; Selfridge AFB, Wurtzmith AFB, Mich.; Trux Fld, Wisc., Aug 12-26; 267th. Otis AFB, Mass., Aug 12-26; 268th. Chanute AFB, Ill.; Wright-Patterson AFB, O.; Lockbourne AFB, O.; Bakalar AFB, Ind.; Clinton AFB, O.; Aug 12-26; 271st. Ft. Devens, Mass., Aug 12-26; 272nd. Roslyn, N. Y., Aug 12-26; 280th, Maxwell AFB, Ala., Aug 20-Sep 3.

162d, No. Highlands ANG. Mather AFB. Fresno ANG. Van Nuys ANG. Ontario ANG. George AFB, Calif. Jul 8-22; 251st. Chanute AFB. Ill.. Aug 12-26; 2d Camp Rilea. Ore.. Jun 10-24; 253d, Otis AFB, Mass., Aug 12-26.

202d, Griffis AFB, N. Y.; Keesler AFB, Miss.; Wright-Patterson AFB, Ohio; Canaveral, Fla.; Jul 15-29; 205th, Vandenburg AFB, Calif.; Kelly AFB, K. I. Sawyer AFB, Mich.; Mar 5-19; Clinton-Sherman AFB, Okla., Jul 16-Pickstown, S. D., Jul 16-Aug 27.

106th, Roslyn ANG Station, N. Y., Jul 8-22; 131st, Volk Field, Wisc., Jul 29-Aug

152d, Roslyn ANG Station, N. Y., Jul 8-22; 157th, Jefferson Barracks, Jul 29-Aug 13.

A. Maximum age prescribed for separation is now the same for both men and women. However, a female line officer in Reserve grade below lieutenant colonel will be eliminated from active status upon completion of 25 years of service, whereas her male counterpart may remain active until he has completed 28 years.

A. Your Part II position was not authorized under the new authorizations which became effective July 1, 1960. The ARRC attempted to obtain another Part II job for you. Having failed to do this, they attempted to locate a Part I job for which you could qualify. When all of these attempts failed, there was no recourse but to place you on *Standby*. If you are still interested in a mobilization position, you should submit a new request. Changes are occurring daily, and there may be one available today.



Pentagraphs

NEW COMMAND: The Secretary of Defense announced that all activities concerning the acquisition and development of aircraft and missile systems by the Air Force will be consolidated in a new command to be known as the Air Force Systems Command. These duties are now carried on by the Air Research and Development and Air Materiel Commands. The reorganization is scheduled for completion by July 1, 1961 and will involve minimum relocation of personnel and facilities. The new command will have its headquarters at Andrews AFB, Md., and will be headed by Lt. Gen. B. A. Schriever, now commander of ARDC at Andrews.

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UNIT HISTORIES WANTED: The USAF Academy library is seeking published unit histories from Air Force units in World War II and the Korean War. Many of these histories were distributed to unit members but were never made available on the regular book market. Present or former Air Force members wishing to donate copies of these histories for use by Academy cadets and faculty are urged to write the Library Director, United States Air Force Academy, Colo., for mailing instructions.

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PROVOST MARSHAL NO MORE: The title of Provost Marshal disappeared from the Air Force on March 15. The new title for the various policing and security functions changed to organizational variations around "security and law enforcement." The new title pertains solely to those holding the old title, "Provost Marshal," and is, accordingly, limited mainly to staff usage. The new title is "Director of Security and Law Enforcement." USAF's reason for the change is that most people still associate the Provost Marshal with traditional police activity and do not recognize the broadened security requirements as the major part of his mission.

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CINOTE: The Extension Course Institute has added nine courses to the list presently available to new enrollees. They are: Photographic Fundamentals (2320); Ground Equipment Maintenance Engineering Officer (4304); Automotive Repairman (4721); Motor Vehicle Dispatcher (6031); Budget Officer (6701); Introduction to the Statistical Analysis, Data Processing and Programming Career Field (6812); Academic Instructor (7521); Basic Doctrine for Character Guidance (7901); and Morale and Ideology (7906).

CONGRESSIONAL HOPPER: A bill has been introduced in the House to insure holders of WWII GI term insurance from paying high premiums in their old age. Under the bill, policy holders would be able to convert to a modified life plan for a moderate increase in premiums. It would provide coverage at half the face value of the policy at age 65. An additional feature would continue the remaining 50 percent of the coverage at the premium rate for that age . . . HR 5040 would amend section 30(r) of title 5, USC, to grant civil service employees who are members of Reserve components military leave of not more than 15 days annually during any one calendar year . . . HR 5041 would amend title 10, USC to provide for the furnishing of a uniform and the presentation of a flag of the U. S. for deceased members of the National Guard.

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ANG RECRUITING: The Air National Guard will continue to recruit both officers and airmen even though the Army National Guard has suspended recruiting in 14 states and in Puerto Rico. In making the statement, the National Guard Bureau said there is still plenty of room in the ANG, particularly for former service personnel. In particular demand are all types of air transport personnel to help ANG convert to its increasingly predominant airlift role. Both officers and airmen, ground technicians and aircrew, are wanted. Experience on C-97s and KC-97s, aircraft which ANG is using in increasing numbers, is another wanted skill area.

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GUARD NOTES: In a recent bulletin, NGB stated that Air National Guard officers eligible for mandatory promotion consideration by a Selection Board convened under Title 10, USC, may, under the provisions of Section 8362(f), present a letter to the board directing attention to any matter of record in the Armed Forces concerning themselves that they consider important to their case. The items should be clear, concise and in chronological order. Items may include: active military service; Reserve training or participation; education; civilian occupation and activities in civic affairs. NGB suggests that inclosures be omitted and that questions not be asked in the letter. Correspondence may be directed to: President, Hq USAF Selection Board, ATTN: AFPMP-4D, Washington 25, D. C.

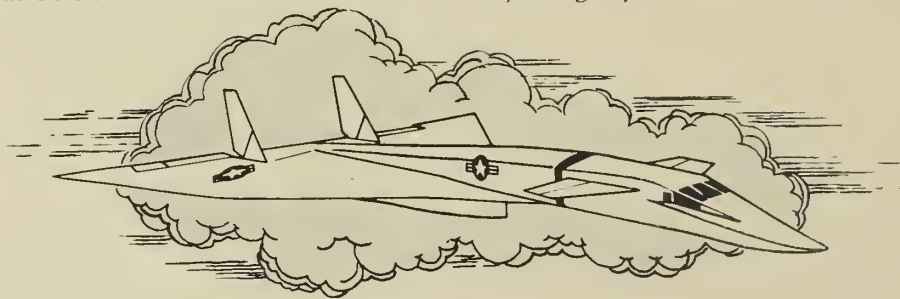


AIR FORCE POINT OF VIEW

AIR FORCE ROLE...

"The Air Force has an important role in both defense and offense. We must foresee the rapidly developing requirements of aerospace operations in the years ahead. I say 'aerospace' advisedly because there is no line of separation between air and space. The forces in being and planned must be prepared for the whole spectrum of war, and for the use of both conventional and nuclear weapons.

"We must provide transport mobility for the Army as well as tactical firepower to support ground operations. We must protect the ground forces against enemy air power and provide air striking power to isolate enemy forces by interdiction of support. Beyond this array of tactical air power, a precise contribution to our deterrent against limited war, we must maintain the strategic deterrent posture." — Mr. Eugene M. Zuckert, Secretary of the Air Force.



PILOTED AIRCRAFT...

In a presentation on the Air Force Research and Development program, in which he covered a broad range of Air Force activities, AF Under Secretary Dr. Joseph V. Charyk told the House Committee on Science and Astronautics this about the B-70, the B-52 and *Skybolt*:

"The manned strategic force of the future is linked to the development of the B-70 bomber. This system is being developed to provide intercontinental range at Mach 3 and high altitude with the capability of delivering a multiple load of high yield weapons. Some of the advantages provided will include

"New scientific and engineering advances bring with them new problems. In the broad spectrum of competition we are in with the Communist world, the relative positions of our Free World and Communist technology are vital to our future. True technological surprise could place the loser in a position from which he might find it most difficult, if not impossible, to recover. . ." — Lt. Gen. B. A. Schriever, Commander, Air Research and Development Command.

target and weapon selectivity, recallability, damage assessment and recoverability. Appropriate subsystem contracts have been initiated to phase in with the requirements of the program.

"To increase the offensive capability of the B-52, which will be the backbone of our manned strategic forces for some time to come, the *Skybolt* air-launched ballistic missile program was undertaken in 1959. This missile is progressing through its hardware stages and should be available for initial testing late this year. This system will enhance the useful life and capability of the B-52 for later time periods."

MISSILE DEFENSE...

Ballistic Missile Defense was a major topic in recent statements of Dr. Herbert F. York, Director of DOD Research and Engineering, and of Dr. J. P. Ruina, Director of Advanced Research Project Agency, before the House Sci-

ence and Astronautics Committee.

Speaking of strategic weapons, Dr. York said that a "new R&D program of growing importance in this field is aimed at the development of penetration aids for ballistic missiles so that, whatever a potential enemy may do in the field of anti-missile defense, we will be always able to insure successful penetration of our warheads." Dr. York said:

"In the field of air defense we are continuing the major programs which have been under way for some time. These include the *Nike-Zeus* program of the Army and the *Defender* program of ARPA. The *Nike-Zeus* program is aimed at the development and test of

a specific type of terminal defense against missiles. The *Defender* program, by way of contrast, is a research and development program aimed at increasing our knowledge concerning all aspects of the anti-missile problem which would conceivably be of use in helping to solve this most difficult and important problem. The BMEWS and the *Midas* satellite program also came under the heading. *Midas* is for the purpose of increasing the time of warning which would have in the event of a missile attack as well as increasing geographic coverage for such warning. . . ."

Dr. Ruina, Director of ARPA, said: "The major ARPA projects are in ballistic missile defense, nuclear detection, advanced propellant chemistry and materials research. ARPA no longer is concerned with major space programs. . . ."

"Ballistic missile defense is one of the most important and challenging problems facing us today. About half of the ARPA program is devoted to research in this area. . . ."

"It is extremely important to sustain a strong, competent and enthusiastic effort in ballistic missile defense research. We must look upon the entire effort as somewhat similar to basic research; that is, as a long-range investment to obtain important knowledge.

"Our program reflects not only the desire to solve adequately the ballistic missile defense problem, about which there is some pessimism, but also the importance of learning as much as possible about the many scientific and technical areas pertinent to ballistic missile defense. . . ."

DYNA-SOAR...

Dyna-Soar probably will be the Nation's first piloted aerospacecraft.

So what is an aerospacecraft? For that matter, what is the *Dyna-Soar*?

The latest model of the *Titan* intercontinental ballistic missile booster will be used to launch the *Dyna-Soar* manned glider. *Titan II* has a simplified propulsion system, storable propellant and oxidizer, and greater payload boost capability than *Titan I*. Built by the M-

in Company, the *Titan II* will be modified for the *Dyna-Soar* application

Dyna-Soar is a program to send a surface-launched, piloted test vehicle into space and, through controlled reentry, bring it back to Earth. The *Dyna-Soar* aerospace vehicle, which is being developed by the Boeing Airplane Company, is a delta-winged glider designed to be capable eventually of being boosted into orbit and then to descend into the atmosphere and be landed by the pilot on a normal airstrip.

What's an aerospacecraft? First, what's aerospace?

It's the single operational medium once conceived by many to be two separate mediums, "air" and "space." It is a refinement of the term "air/space," first used by the Air Force in 1957 after popular reaction to *Sputnik I* showed that many persons assumed that astronautics was only remotely related to aeronautics.

What is an aerospacecraft? If aerospace is an operational medium consisting of the total expanse beyond the Earth's surface, is an aerospacecraft any vehicle that operates in aerospace?

An aerospacecraft is a vehicle that will fly both within and beyond the sensible atmosphere. An aircraft flies within the atmosphere; and a true *spacecraft* will fly principally in the space environment. So the Air Force *Dyna-Soar* will be an aerospacecraft, not a spacecraft and not an aircraft.

STRATEGIC AIRLIFT...

The Air Force's Military Air Transport Service must provide two types of airlift approved by the Joint Chiefs of Staff for general war. The first is "critical" or "hard core" airlift—and is required by the Air Force, Army and Navy. The second is the emergency strategic airlift for other, less critical deployments and for essential logistical buildup. It may be carried out either by MATS or by other augmentation forces under MATS control. These forces, the other members of the U. S. strategic airlift team, are the Civil Reserve Air Fleet and Air Force Reserve and Air National Guard forces.

This mission was explained recently by Lt. Gen. Joe W. Kelly, commander of MATS. He also said: "Because of the critical relationship between time and speed, there is probably no other command in the military establishment so closely tied to all U. S. Forces as MATS. Strategic airlift is the fastest known means of getting from 'A' to 'B'. MATS is this nation's only strategic airlift force. There, in a nutshell, is a statement of our purpose."

COUNTERFORCE ABILITY...

National policy makes deterrence of war a primary objective. The Armed Forces are an instrument of our Government through which national policy can be implemented to promote peace and deter war. Our military forces cannot fulfill this responsibility unless they have the capability to fight and prevail in general and small wars, and have this capability well understood by the American people and our allies (so they will support the force and have the confidence and will to use it, if necessary) and by the potential enemy (so he will not dare to aggress).

The capability to fight and prevail in a general war is dependent primarily upon the capability to destroy the military forces of the enemy—primarily those forces that could be used most effectively to destroy us.

To prevail in general war in the nuclear age requires the most highly effective offensive and defensive aerospace forces—plus a passive defense system sufficient to insure as much survival as possible of both the military forces needed to assure the victory, and the civilian population needed to reconstruct the postwar world.

Counterforce is aimed at developing and maintaining the capability to destroy selectively the enemy military forces that could most effectively defeat our military forces. Forces so designed are the kind most likely to prevail in war—and therefore, the kind that can be most firmly depended upon to deter war. Counterforce is a strategy for protecting our country by destroying or countering forces—military forces.

The counterforce strategy requires:

- forces that can survive—through early warning, quick reaction, dispersal, hardening, mobility and weapon system variety—to strike back at an aggressor;
- forces that can penetrate to all necessary targets;
- forces that can conduct pre-attack and post-attack reconnaissance;
- forces that can conduct re-strikes;
- forces such as aircraft (and, in the future, piloted aerospace vehicles) and other systems to seek out and destroy hard-to-find targets, including mobile targets;
- forces that can have effective command and control of their units during combat;
- forces that can minimize damage to themselves and our people through active and passive defense measures.

"DECISIVE COUNTERBLOW" ABILITY NEEDED

Secretary of Defense Robert S. McNamara told a congressional committee recently that:

• So long as the adversaries of freedom continue to expand their stockpiles of mass destruction weapons, the United States has no alternative but to ensure that at all times and under all circumstances it has the capability to deter their use.

• In this age of nuclear-armed intercontinental ballistic missiles, the ability to deter rests heavily on the existence of a force which can weather a massive nuclear attack, even with little or no warning, in sufficient strength to strike a decisive counterblow.

• This force must be of a character which will permit its use, in event of attack, in a cool and deliberate fashion and always under the complete control of the constituted authority.

• No effort should be spared, no measure overlooked, which can reasonably be expected to contribute to the strengthening, protection, and sure control of these crucial retaliatory forces. Particularly, we must emphasize those weapon systems which inherently have, or can be provided with, a high degree of survivability under a massive ICBM attack.



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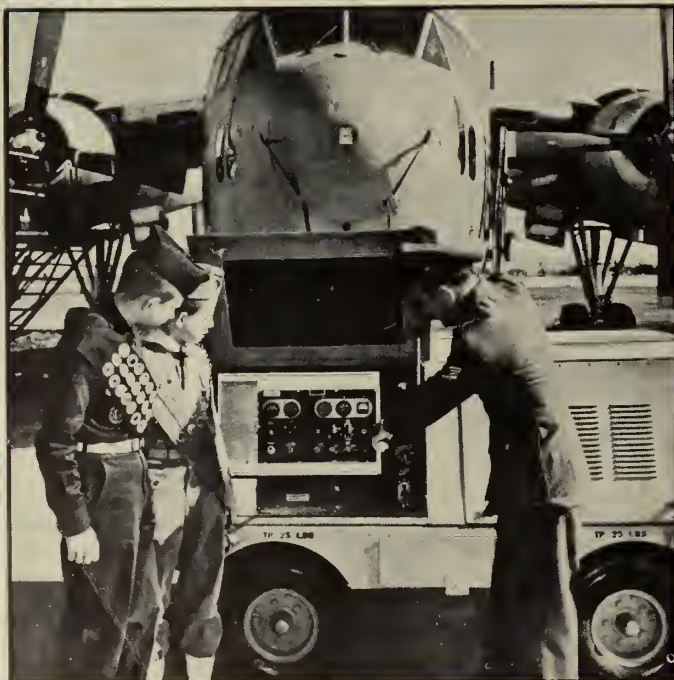
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No. 30H 4-61: 390,153



Father still knows best. Just ask A2C Lynn and William Dixan, flight line mechanics with the 701st Troop Carrier Squadron (Reserve) at Memphis Municipal Airport, Tenn. Their father, A1C William R. Dixon (r) shares his experience and adds special instructions on aircraft engine maintenance.

Reserve Camera



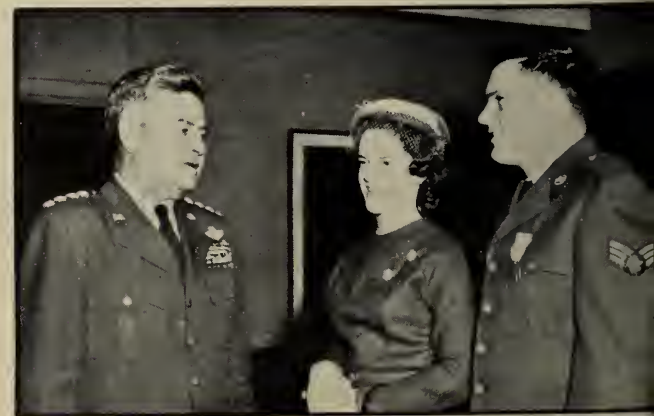
MSgt. Will O. Wood had a couple of pretty good reasons for personally escorting two brand new Eagle Scouts through facilities of 433d Troop Carrier Wing at Kelly AFB, Texas. It so happens the boys are Wood's sons, Will Jr., (l) and Robert. Dad is briefing sons on A-1 power unit.



Personnel of the 305th TCS at Tinker AFB, Okla., use a comparison of aircraft to tell USAF story of progress and its conversion from C-119s to bigger and faster C-124 Globemasters. Formations of troops present a graphic picture of the airlift capabilities of the unit's old and new aircraft.



Maj. Gen. Daniel C. Doubleday, AACS Commander, gets an inside picture of mobile communications van from A2C Frank Martucci and SSgt. Carl C. Keel, who serve with Hq. 12th AACS (Reserve) at Mather AFB, Calif. Unit's men and equipment can be mobilized quickly and sent into service.



Heroic action during jet aircraft explosion and fire at Andrews AFB, Md., in August 1960 earned for A1C James J. Pennington the first "Airman's Medal" awarded a Reserve Forces' member. Gen. LeMay, USAF vice chief of staff, talks to Air Guardsman and Mrs. Pennington in Washington.

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MAY/JUNE 1961

THE AIR RESERVIST

OFFICIAL MAGAZINE OF
THE AIR RESERVE FORCES



THE AIR FORCE CHIEF
OF STAFF WRITES TO
HIS RESERVISTS...page 2

DEPARTMENT OF THE AIR FORCE
OFFICE OF THE CHIEF OF STAFF
UNITED STATES AIR FORCE
WASHINGTON, D.C.



Dear Reservist

I have chosen this means of writing to you and some 450,000 other members of the Air Reserve Forces because of the efficiency and economy of using the system that already brings you the Air Reservist. There are many important matters I want to call to your attention.

Of great significance right now are matters that go beyond the immediate problems of any of us as individuals. The Air Force has moved so rapidly into the Aerospace Age that even our most alert members are having to make a special effort to keep up with our new responsibilities, our new organizations, our new concepts, and our new language.

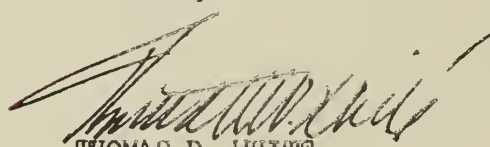
Here's one example: AFSC now has a new meaning -- it stands for the name of a major command. AFLC and AFCS are two more new commands; and ARDC and AMC no longer exist. These new initials, AFSC, AFLC and AFCS, stand for our Systems Command, Logistics Command and Communications Service. AFCS will be activated in July. These new commands reflect evolutionary changes in the Air Force as we adapt ourselves to new challenges of technology and science.

Space vehicles already are being developed to be teamed with aircraft and electronic surface systems. For instance, to give us quicker warning of attack, we are working on the Midas satellite. It will join with radar early warning picket aircraft and our giant radars and other systems for detection and control to give us time to respond to an attack. This will increase our ability to deter war or to win if deterrence should fail.

I expect the Air Reservist to be a major source of basic information you need. It should help prepare you to step into your military job at any moment, without waiting for orientation.

Today's Air Force Reservist and Air National Guardsman has to be ready today. And all of us have to keep ahead of what's coming tomorrow.

Sincerely


THOMAS D. WHITE
General, USAF
Chief of Staff

... PEOPLE

SGT. RAYMOND L. SHANNON, 1st Fighter Group (AD), Texas Air National Guard, has been selected as the Outstanding ANG Airman for 1960. Sgt. Shannon has been active with the Texas Guard for 34 years and was chosen for the Air National Guard's top airman award as a result of his long and impressive career. He enlisted in the 111th Observation Squadron, 36th Division Aviation of the Texas Air National Guard in September 1928 and remained until called to active federal service in November 1940. Sgt. Shannon, a native of Sherman, Texas, was cited for his initiative, leadership and reliability.



COL. CLINTON V. MURDOCK, commander of flight "A" in the 9431st ARS, Pocatello, Idaho, is being hailed by the Air Force as the father of the Reserve Recovery Group program now being implemented throughout the country. Col. Murdock, seeking a way for more efficient utilization of Reserve personnel in the Pocatello area, made the proposal to USAF officials as early as 1957. In 1959 the Continental Air Command submitted a study which concluded that Col. Murdock's proposal was feasible and desirable.



LT. COL. THOMAS F. BAILEY, commander of the 128th ANG Fighter Interceptor Group (one of the country's top rated units), recently was named Milwaukee's "most distinguished Irishman of the year" by Neville-Dunn American Legion Post. He was the first military man ever to be so honored. Although the 39-year-old colonel prefers Air Force blue to shamrock green he's still a true son of Ireland. A native of Nitro, W. Va., he began his military career 20 years ago and earned his pilot's wings in 1942. During 91 missions and 401 combat hours he bagged one enemy plane and was credited with two more probables in his P-47. For his service in the European Theater he received the *Distinguished Flying Cross*, *Bronze Star* and *Air Medal*.

PT. WALLACE DUNLOP, general manager of Radio Station WYFI in Garden City, L. I., recently received a *Certificate of Patriotic Service* award on behalf of his station from Lt. Gen. William E. Hall, CONAC Commander. WYFI was cited for its "interest in and effort on behalf of the United States Air Force and the Air Force Reserve program — and for above-normal performance by a public information medium." Dunlop is well-known for his association with *Reserved For You*, a 15-minute weekly Air Force Reserve radio program carried nationwide by 1,600 stations.

VIRGIL L. HAMLIN, 9630th ARS, Denver, Colo., shot his way into the winner's circle of Colorado's Central Division Annual Hallbore Rifle Championships with 1,172 of 1,200 possible points. Hamlin won the CONAC individual title last year and proved his worthiness in the Denver metropolitan shooting classic. He out-shot his nearest competitor by a close but comfortable five points in winning the prone-standing iron-sight match (192), four-position any-sight match (394) and the sitting-kneeling any-sight event (197). Lt. Hamlin's lone second place finish came in the four-position iron-sight match when he fired a 389. As a civilian he is a student at the University of Colorado Medical School.

"Quote..."

"FY 61 will be remembered as the year of major change in the Air National Guard, not only in aircraft conversions but equally the change in concept to a Ready force. I think FY 62 is the year of progress — progress into a balanced force. FY 63 will see us attain the objective of a fully trained and completely adequate combat-ready capability in the Air National Guard. The budget for FY 62 is almost identical with that for the current year. Skillful management is more essential than ever, particularly since many of you will be converting to more complex and costly aircraft during the year."

—MAJ. GEN. WINSTON P. WILSON,
Deputy Chief, National Guard Bureau

THE AIR RESERVIST

OFFICIAL MAGAZINE OF
THE AIR RESERVE FORCES

Vol. XIII—No. 5

MAY-JUNE 1961

AIR FORCE RESERVE AIR NATIONAL GUARD
CIVIL AIR PATROL

Gen. Thomas D. White
Chief of Staff, United States Air Force

Maj. Gen. Robert E. L. Eaton
Ass't Chief of Staff Reserve Forces, USAF

EDITOR
Fred E. Giachino

ASSOCIATE EDITOR STAFF WRITER
Earl E. Lane MSgt. Paul E. Collins

The *Air Reservist* is an official publication of HQ USAF approved by the Secretary of the Air Force in accordance with Section 278, Title 10, U. S. Code. This section requires the dissemination of complete and up-to-date information of interest to the Air Reserve Forces.

Editorial Office: The *Air Reservist*
Ballong AFB, Washington 25, D.C.

The material contained in *The Air Reservist* is listed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by Hq. USAF.



LITTLE DAEDALIAN

Recognizing the Daedalian Trophy as the ultimate Air Force flying safety trophy, Lt. Col. Charles D. Burpee, Jr., commander of the 357th TCSq, New Orleans, La., devised a similar system for his own unit. Each flight in the squadron is judged on the best flying safety record per quarter and the winner gets top spot on the unit's "totem pole." The low flight gets a booby trophy. Col. Burpee (r) presents Maj. John J. Ibert, Flight "D" commander, the 1960 top trophy.

... PLANS & POLICY

TWENTY-SIX ANG SQUADRONS will assume an expanded role in the U.S. air defense on July 1 when they go on 24-hour runway alert seven days a week. Since the Air Guard joined in the alert program in July 1954, about half its interceptor squadrons have served on runway alert at a time, the assignment being rotated among squadrons each six months.

To maintain the 24-hour alert, about one-fourth of each squadron's pilots will be on active duty each day. Nine squadrons employing two-seat F-89's will require radar observers as well. Individual crew members may be called to active duty for from one to 59 days at a time.

Squadrons scheduled for 24-hour alert beginning July 1 are: 111th, Houston, Tex.; 116th, Spokane, Wash.; 118th, Windsor Locks, Conn.; 122d, New Orleans, La.; 123d, Portland, Ore.; 124th Des Moines, Iowa; 132d, Bangor, Me.; 134th, Burlington, Vt.; 146th, Pittsburgh, Pa.; 151st, Knoxville, Tenn.; 152d, Tucson, Ariz.; 157th, Columbia, S. C.; 159th, Jacksonville, Fla.; 173d, Lincoln, Neb.; 175th, Sioux Falls, S. D.; 176th, Madison, Wis.; 178th, Fargo, N. D.; 179th, Duluth, Minn.; 182d, San Antonio, Tex.; 186th, Great Falls, Mont.; 188th, Albuquerque, N. M.; 190th, Boise, Idaho; 194th Fresno, Calif.; 196th, Ontario, Calif.; 197th, Phoenix, Ariz., and 199th, Honolulu, Hawaii.

THE ADJUTANTS GENERAL ASSOCIATION convened at Wichita, Kansas, May 9. Addressing the gathering, Maj. Gen. Robert E. L. Eaton, assistant chief of staff for Reserve Forces, USAF, said: "There are two very good reasons why we have the Air National Guard as well as the Air Force Reserve... The Air Guard has *proved* its value time and again. No one who *knows* the Guard can seriously doubt our judgement in supporting the Air National Guard as part of our total aerospace force... The Air Guard is a statutory part of the Air Force, and such it will remain as long as the Congress remains convinced of its value."

General Eaton added: "The two forces do not duplicate each other [Air National Guard and Air Force Reserve.] There is correlation and cooperation rather than competition. Each Air National Guard and Air Force Reserve unit has a specific wartime mission to perform. In *every* case, it is a mission which the Air Force considers necessary to fulfill the war plans."

OUTSTANDING AIR GUARD UNIT for the second year in a row is the 163d Tactical Fighter Squadron, Fort Wayne, Ind. Commanded by Major Eugene Royer, the 163d shared the 1959 title with the 141st Tactical Fighter Squadron, McGuire AFB, N. J., when both units scored 1,000 points under rating established by the National Guard Bureau. Under a revision in NGB's point system, the 163d was able to pile up 1,066 points for 1960.

Placing second was the 104th Tactical Fighter Group, Westfield, Mass., with a score of 954 points. Ninety-two Air Guard tactical flying squadrons vied for the honor.

The Winston P. Wilson Trophy was awarded to the 124th Fighter Interceptor Squadron, Des Moines, Iowa, as the outstanding all-weather ANG unit.

LT. GEN. WILLIAM E. HALL, commander of CONAF, addressed the Department of Florida Chapter, Reserve Officers Association, at Tampa, Florida, on April 22. Stressing the mission of the Reserve Forces, he said: "To me, one of the most important missions of Reservists in *all* the services is to be found in the field of public information. A Reservist, whether a member of the Army, Navy, or Air Force, is in a unique position to interpret to the public the new horizons in defense and military power. At the same time, he can do much to eliminate some current misconceptions that have arisen in popular thinking. One of the most dangerous of these... is the frequently voiced thought that there is vast duplication of effort among the services. No one service, like no one nation, is the be-all, end-all of the free world's military capacity."

General Hall also stated: "I believe that the future for the Reserve Forces is brighter today than it has been for a long time. Evidence of this... is the fact that one of Secretary McNamara's first actions in office was to order a crash study of the Reserve Forces structure. Other evidence is the new responsibility that has been placed on the Air Force Reserve. Reservists across the country are being organized into Reserve Recovery and Base Support units. Recovery units will have their mission of training for duty at civil airports and inactive air strips in order that our bombers and fighters will have alternate landing areas in event of attack on this country. Base Support units are being organized to augment active Air Force bases in a similar emergency."

■ see PLANS & POLICY page

INTEGRATION

IN THE AIR FORCE RESERVE *by Brig. Gen. John W. Richardson*

For the first time in history full integration of Regular and Reserve personnel has been achieved on a working basis and in one organization. In this respect the Fifth Air Force Reserve Region headquarters is a unique military unit.

When Regions were first set up late last year the organizational charts showed an active duty officer in command and at the head of each staff section. Non-extended-active-duty Reserve officers were assigned counterpart roles in the same grades as vice commander and as deputies to the staff section heads with other Reservists to fill out the staff. This led to a misconception among our people that there was an active or "Regular" staff and a ghost "Reserve" staff also on the scene. In this kind of thinking of course the "Reserve" staff was born on the wrong side of the bed as they used to say of the old pretenders to the throne who had one royal parent. This was not the so-called Regular staff people's attitude alone, our Reservists were just as quick to believe that they had a subordinate role in the mission regardless of their grade or title.

Major General Harold R. Maddux, our commander at the time and now vice-commander of Continental Air Command, put us all straight at one of our early staff meetings. I won't attempt to quote him verbatim but this was the message:

"There are not two staffs here, mine and Richardson's, Regular and Reserve, active and inactive—there is one staff. I don't care who does the job, whether he be on active duty or an avocationist Reservist so long as the job gets done. This staff consists of 101 officers and airmen, 26 of whom do this for a full time career and the balance who have it as an avocation. Only with such a concept, fully accepted and put in practice by all members of this staff, can we hope to succeed."

Later in the same meeting Jim Sweeney, Lt. Col. USAF, our chief of information, used the phrase "there are only three members of the information section." The manning document lists six officer and three airmen positions for non-EAD Reservists in this section and they are fully manned. General Maddux asked, "Jim, how many in your section?"

"Three, sir," said Jim, while his counterpart Dave Littler, Major AFRes, was tugging at his coat sleeve, trying to "support" him and help him "recover."

"Colonel Sweeney," said General Maddux softly, "How many people do you have in your staff section?"

"There are 12 of us, sir," said Jim getting the message.

Actually the information section has been fully integrated from the start and has worked as a team with no sweat. It was just that the mental picture of being integral parts of one military organization was so foreign to the traditional Regular-Reserve idea.

We went to work in earnest on this new principle. Everyone had a clear picture of what was expected of him. An avocationist Reservist was no longer timid about presenting his ideas to an active duty member of the staff. Each learned a new respect for the other and thus was shattered another military myth: That Reservists don't know much about the Air Force and that Regulars have to teach them. Many an active duty member found that he was the one who could learn from the avocationist and this keeps everyone on his toes.

At a typical staff meeting now when the CO or I call for a report from a staff section we don't know (or care) whether the officer answering will draw his pay check from the taxpayers or an industrial concern. In the larger sections like Operations a report may well come from a non-EAD type, then from an active duty officer. On more than one occasion Colonel Robert S. Larson, USAF, has been asked a direct question on personnel and has said, "I think I'll let Jerry (Gerald A. Hart, Lt. Col. AFRes) answer that one." Sometimes a question may be fielded two or three times "Tinkers to Evers to Chance" until an answer is complete but it proves that all members are familiar with the operation of their shops.

In the case of some staff sections there are no active duty counterparts at all. The inspector general, Judge Advocate, medical and chaplain sections for example must function entirely as avocationists or there will be none of these duties performed, period.

The JA, Lt. Col. Seymour T. Caplan, has office hours Wednesday at headquarters 8 to 4:30 each week. This is not his sole contribution by any means, he's present at our staff meetings and takes plenty of work home and to his law office. In fact he and his law clerks (also drafted as members of his Reserve staff) just completed a study for preparation of a briefing for Continental Air Command on laws pertaining to Reservists that took more than 200 man hours.

Our chaplain, Lt. Col. George R. Myers, says, "I don't know what a chaplain is supposed to do in a Region." So he has set out to find out by visiting all the other chaplains in the Region and determining his job from their needs.

Major Charles R. Alvey (MD), staff surgeon, drives in from Muncie, Indiana, a 300-mile round trip, to attend our staff meetings. He has visited extensively in the field and is working on a plan to coordinate civilian medical facilities into the Recovery Program.

See RICHARDSON page 6

ABOUT THE AUTHOR

Brig. Gen. John W. Richardson, AFRes, is deputy commander of the Fifth Air Force Reserve Region, Selfridge AFB, Mich. His Reserve service began in 1931 when he graduated from the Virginia Military Institute. He saw overseas service in WWII and subsequently served as an Air Force Reservist with Hq USAF, Strategic Air Command, and Tenth Air Force.



Col. Hart has one man on the job from his section each day of the duty week to maintain the continuity necessary in personnel work. This is not the limit of his section's endeavours, it seems like there is always someone on the job there seven days a week. Each man has his job to do and it is his individual responsibility to do it whenever he can and still meet those deadlines that are imposed on us all.

Major Dick Bodycombe and Lt. Roger E. Hubbard work in operations for Ford Motor Company and the Fifth Region. When they are not flying me around our 13 State area they fly Henry Ford and members of his personal and official family. (Or have I got that backwards?)

Lt. Col. Wilfred Dawson, AFRes, had two men from his section serve their 15-day active duty tours concurrently and draft our fiscal budget. When you consider that none of the active duty comptroller people worked on this but will have to live with it you have some idea of the confidence they have in their counterparts.

Just last month another historic "first" was undertaken by members of this staff. A team representing all major staff sections took off from Selfridge to visit three of our Sectors and four Centers. Everyone on the airplane was a Reservist except the co-pilot who wanted some instruction and transition time in a C-47 which he could not get in his present assignment. Here was a 100% Reserve mission. All arrangements were made by them as to itinerary, housing, pay, orders, etc. And the staff report was one of the finest I have ever seen. More important was the acceptance of its validity by our active counterparts and the actions taken by them.

Our symbol is the volunteer fireman's helmet and our motto is: "One of these days I'm going to have to take some time to give to my civilian job."

I wouldn't intimate for one second that we have solved all the problems of a Region headquarters or even defined them. I am confident that with the Harts, Caplans, Littlers, Sweeneys, Bodycombes and Larsons we will find the answers together.

■ PLANS & POLICY from page 4

CIVIL AIR PATROL cadet scholarships have been announced at CAP's national headquarters, Ellington AFB, Texas. Cadets Thomas C. Kuffel of Omaha, Neb., and Walter L. Mundell, Kilgore, Texas were awarded the two annual *General Dynamics Corporation* scholarships while Cadet Judith Ann Erdmann of Rapid City, S. D., won the *General Walter R. Agee* scholarship. Former cadet (now senior member) Robert F. Scoular of Helena, Mont., received the *General Carl A. Spaatz* scholarship and Cadet Gary Schumacher, Barberton, Ohio was selected as best qualified for the *Colonel D. Harold Byrd* scholarship.

General Dynamics scholarships are four-year grants for an unspecified amount, based on individual needs. The other three scholarships are \$1,000 each, renewable for four years. *General Dynamics* awards are open to male cadets in engineering or allied sciences, while the *Agee* scholarship is for a female cadet studying some branch of the humanities. *Spaatz* and *Byrd* scholarships are for aeronautical engineering and are open to both boys and girls.

CHANGE: In the February 1961 issue, it was reported that AF Forms 712, *Air Reserve Forces Retirement Credit Summary*, would be forwarded to all actively participating Reserve officers prior to June 30, 1961. Air Reserve Records Center, Denver, Colo., reports that due to a shortage of forms and a heavy schedule, statements may not be sent out until September 1, 1961.



coming events

JUNE

Reserve Officers Association National Convention, San Antonio, Texas, June 21-25.

AUGUST

Exercise *Swift Strike*, Fort Bragg, North Carolina, August 6-20

SEPTEMBER

Air Force Association National Convention, Philadelphia, Pa. September 20-24.

VISITORS AT ARRC, who stop in for a check of their Reserve records while visiting Denver, Colorado, are advised that the Air Reserve Records Center's hours are 0715 to 1545 (3:45 p.m.). The next few months will see a growing number of visitors in Denver owing to the tourist season. Many of these visitors are Air Force Reservists who take the opportunity to check their records while passing through. ARRC encourages individual records checked; however, requests that visitors arrive well in advance of closing time so that records may be pulled and reviewed before 1545 hours.

FLIGHT ENGINEER POSITIONS are open in the 305th Troop Carrier Squadron, which is converting to C-124 *Globemasters* at Tinker AFB, Okla. Established under the Air Reserve Technician Program, these positions are in Grade W-12 and pay \$2.54 per hour. Information on the position may be obtained by contacting Maj. Harry J. Huff or Capt. James C. Craig, Bldg 1030, Tinker AFB; telephone, PERshin 2-7321, extension 3359 or 3568.

AEROSPACE EDUCATION WORKSHOPS, sponsored by the Civil Air Patrol in cooperation with colleges and universities throughout the country during the summer months will utilize qualified Air Force Reserve officers during the 1961 summer session.

Those Air Force Reserve officers aligned to Part II and mobilization positions desiring to participate during the annual active duty tours may apply through their local Air Force Reserve Region, Sector, Center or Recovery Group. Information pertaining to openings at colleges and universities, dates, quotas, duties and academic requirements are available at these offices.

Reserve officers aligned to Part II mobilization positions must first obtain approval from the unit of assignment prior to selection. All officers selected must not have completed an annual active duty tour during Fiscal Year 1961.

The editorial office of *The Air Reservist* has been relocated at P.O. Box 423, Bolling Air Force Base, Washington 25, D.C. All mail and communications should be sent to the above address.



The Congressional Hopper

NDWICHED IN AMONG A THOUSAND BILLS
ANGING FROM INTERNATIONAL INTERESTS TO
HE DOMESTIC SCENE ARE THOSE DEALING WITH
R MILITARY POSTURE. THOSE AFFECTING THE
R RESERVE FORCES SHOULD BE OF PARTICULAR
INTEREST TO OUR READERSHIP. HERE ARE THE
TEST WORTH WATCHING AS THEY GRIND
THROUGH THE LEGISLATIVE MILL:

H.R. 265 (Powell) To eliminate discrimination and segregation in the National Guard and Air National Guard, and to prohibit the use of the National Guard and the Air National Guard to aid or abet the violation of federal law.

H.R. 1196 (Multer) Withholding federal aid from National Guard organizations which practice discrimination or segregation on account of race, color, or creed.

H.R. 1198 (Multer) To amend Chapter 67 of Title 10, U.S. Code, to provide retired pay for Reservists who have 10 or more years of satisfactory federal service and who performed active duty for five or more years in the aggregate during World War I, World War II, and Korean conflict.

H.R. 2436 (Merrow) To amend Sections 4387 and 9387 of Title 10, U.S. Code, to provide for the payment of a subsistence allowance of \$90 per month to members of the senior division of the Army or Air Force Reserve Officers' Training Corps.

H.R. 2941 (Rivers) H.R. 3810 (Winstead) Amending Title 10 of the U.S. Code to prohibit the calling of the National Guard into federal service except in time of war or invasion or upon the request of a state.

H.R. 3081 (Rivers) To create an Assistant Secretary of Defense for Reserve Affairs.

H.R. 3900 (Sikes) To amend Section 277 of Title 10, U.S. Code, to provide post exchange and other privileges for persons transferred to the Retired Reserve.

H.R. 4773 (Rivers) Amending Title 10, U.S. Code, with respect to active duty agreements for Reserve officers.

H.R. 4774 (Rivers) To amend Titles 10 and 2 of the U.S. Code to provide benefits

for nonregular members of the Armed Forces and members of the National Guard disabled from disease.

H.R. 4776 (Rivers) To equalize the treatment of Reserves and Regulars in the payment of per diem.

H.R. 4785 (Rivers) Relating to withholding for state employee retirement, disability, and death benefit system purposes, on the compensation of certain civilian employees of the National Guard.

H.R. 4786 (Rivers) To provide travel and transportation allowances for members of the National Guard and Reserve components when travel is performed in an active duty or inactive duty training status in compliance with federal directives.

H.R. 4788 (Rivers) To authorize Reserve officers to combine service in more than one Reserve component in computing the 4 years of satisfactory federal service necessary to qualify for the uniform maintenance allowance.

H.R. 4790 (Rivers) To amend Section 709 of Title 32, U.S. Code, relating to caretakers in the National Guard.

H.R. 4791 (Rivers) To amend Title 32, U.S. Code, with respect to the system of courts-martial for the National Guard not in federal service.

H.R. 4792 (Rivers) Clarifying the status of members of the National Guard while attending or instructing at National Guard schools established under the authority of the Secretary of the Army or Secretary of the Air Force, as the case may be.

H.R. 5041 (Rivers) Amending Title 10, U.S. Code, to provide for the furnishing of a uniform and the presentation of a flag of the U.S. for deceased members of the National Guard.

S. 1342 (Byrd) To provide that participation by members of the National Guard in the reenactment of the Battle of First Manassas shall be held and considered to be full-time training duty under Section 503, Title 10, U.S. Code.

The Conference Table

More than a thousand Air Guard and Air Force officers attended the annual Air National Guard Commanders' Conference at Ellington AFB, Texas, April 20-21. Representatives of three major Air Force com-

ANG Conference

mands—ADC, TAC, and MATS—were present as active participants for the first time. This new development was brought about since they assumed direct supervision of Air National Guard operations and training.

Air Guardsmen were commended for their excellent flying safety record in 1960, when they achieved an all-time low of 9.3 accidents per 100,000 flying hours, by Maj. Gen. Perry B. Griffith, USAF deputy inspector for safety, Norton AFB, Calif. He noted that the Guard's rate for 1961 was running higher than the year before and urged more thorough supervision over every aspect

The Air Reserve Forces Policy Committee held its 32d meeting in April. Out of a slate of 15 agenda items the committee concurred on five and forwarded them to the Secretary of the Air Force for his consideration:

Air Reserve Forces Policy Committee

- A recommendation that personnel in recovery and support units should continue to be authorized 48 paid drills per year was approved. The committee, responding to a report that the Department of Defense budget request for FY 1962 provides 24 paid drills a year for recovery and base support units, urged the Secretary to ask Congress to maintain those units on the same pay status as all Air Guard and Category A Reserve units.
- In another action, the committee recommended that an officer promoted under ROPA or other "centralized selection procedure" while on a four-year specified active duty tour should be entitled to the higher rank immediately. Present regulations do not permit the officer so promoted to assume the higher rank until he is released from active duty. The committee explained that his promotion while on active duty would not deprive extended active duty officers of a promotion space, since

Dr. Arnold J. Toynbee, noted historian; A. J. Liebling, author and critic; James Reston, New York Times Washington Bureau chief; James Hagerty, former Presidential press secretary; Hon. Eugene M. Zuckert, Secretary of

Information Seminar

the Air Force and Franz Amrehm, deputy mayor of Berlin, were headline speakers at the Sixth Annual Worldwide Information Seminar, held in New York, April 19-21. More than 100 active duty Air Force information officers from bases around the globe attended the three-day symposium.

The speakers covered the full spectrum of the information field. Professor John Hohenberg of the Columbia School of Journalism discussed a new breed of news reporter. He spoke of the college-trained specialist, and told information officers they would have to be on their

of flying. He offered the full support of his safety team in aiding Guard commanders to find and correct weaknesses in their programs.

General Griffith also reported that the Air Guard pilot whose F-100 accidentally shot down a B-52 over New Mexico in April had been cleared of any blame for the accident by a 36-man investigating team.

Maj. Gen. Winston P. Wilson, NGB's Deputy Chief, presented certificates to 62 of the Guard's 92 flying squadrons for an accident-free year. USAF flying safety plaques for the last six months of 1960 were presented to the 121st Tactical Fighter Squadron, Washington, D. C., and the 194th FISq, Fresno, Calif.

Other speakers were Maj. Gen. Robert E. L. Eaton, assistant chief of staff for Reserve Forces, USAF, and Maj. Gen. T. Alan Bennett, director of maintenance engineering, USAF, who discussed the application of the new Air Force Manual 66-1.

the officer on a specified tour is not charged against USAF strength. On the contrary, the committee said, its recommendation would eliminate the double inequity which deprives the specified tour officer of an opportunity for consideration under present USAF temporary promotion criteria, while his contemporaries not on active duty are being promoted.

- In a related recommendation, the committee agreed that an officer should not be recalled in a higher grade than he previously held on active duty until at least one year has elapsed since his release.

- The committee also recommended that a study be made of the assignment and utilization of Section 26 officers serving within the major USAF Commands. Some commands, it noted, use the 265 officer in the same way they would any other active duty officer, limiting his activities to the functions of the office to which he is assigned. Other commands use him as the principal adviser to the commander and his staff, responsible for advising the commander on all matters pertaining to the Reserve Forces.

- The committee's fifth recommendation requested that the Air Staff review drill pay requirements for general officers serving as M-Day assignees to major commands

toes to provide this new breed with the sort of information he owes the public.

Mr. Amrehm saluted the American image in Europe, pointing to the Berlin airlift as the first time in history that a conquering nation had gone out on a limb to help the vanquished nation return to its feet. Paul C. Law, program manager of WLW-D, Dayton, Ohio, told the officers that no matter how good the information they give out, it isn't any good unless it's interesting.

Mr. Zuckert said that the term "information officer" does not begin to cover the range of what such officers are supposed to do. Information officers, he said, not only have to provide the press with news, but they are also professional advisers in a very specialized field on the commander's staff. While safeguarding security information, information officers also owe it to the public to inform. Sometimes, the Secretary said, an information officer must advise a commander not to withhold information—in the higher public interest.

Whenever and wherever an Air Force Reservist successfully replaces a full time, professional airman it is money saved for the taxpayer. Even more important, it shows for the record that Reserves are ready now to assume wartime responsibilities and that they play a necessary and vital role in the total aerospace power of the United States. Strategic airlift is but one area where Air Force Reservists have shown increased participation.

Air Force Reservists who live and work within the shadows of the Wyoming (Pa.) Air Reserve Center are learning geography in a most practical manner. As members of the 92d Air Terminal Squadron under the 2d Reserve Region at Andrews AFB, Md., they have become thoroughly acquainted with the aspects of MATS' huge global airlift capabilities. During their most recent active duty tour at

Air Terminal Squadrons Provide **EFFECTIVE AIRLIFT SUPPORT**

Dover AFB, Delaware, they lent direct assistance to the United Nations' efforts in the Congo Crisis. The two-weeks of training was spent assisting the 1607th Air Transport Squadron at the world's largest air freight terminal.

Trained to respond immediately to support the MATS airlift mission and to man full-scale operations, the 92d has learned to handle a variety of freight that ranges from missiles to dependents' household goods. Some 96 per cent of the squadron's personnel have earned their duty Air Force specialty codes.

When they weren't loading cargo and supplies for the Congo their attention was directed half-way around the world to the Philippine Islands as they joined in the support of the Army-Navy-Air Force joint operation *Long Pass* staged at Clark AFB. Dover's role was an active one and it included 19 C-124's and C-133's and 59 active duty crews, all performing in the mobility training exercise.

With the help of conscientious Reservists more than 27,000 pounds of mail was processed and flown out of the Dover terminal daily for points across the Atlantic. Earlier these same Reservists recalled a C-133A *Cargomaster* which winged its way to England with an unofficial payload of 82,500 pounds in 1958. They were also on hand to see the first MATS airlift of *Thor* missiles to the United Kingdom.

Commanded by Major Carl J. Schreiner, Jr., the 92d ATSq is capable of performing all air terminal operations. During its stay at Dover, most cargo remained at the terminal less than 48 hours, and planes were dispatched regularly to such far away places as Torrejon (Spain), Sondstrom (Greenland), and Chateauroux (France)—in fact, almost anywhere Air Force personnel were on duty.

At a two-day meeting held on May 4-5 at Scott AFB, Ill., Maj. Gen. Glen R. Birchard, deputy chief of staff for Operations, MATS, told Reserve air terminal squadron advisers that their units could expect to participate in future MATS training exercises such as *Long Pass*.

The advisers, representing 12 Reserve air terminal squadrons, met at MATS' global headquarters at Scott AFB, to discuss problems of operating the Reserve units. If an emergency is declared, these Reservists would report to their MATS bases for overseas movement to operating locations. There they would help provide such support services as loading and unloading cargo, fleet service, troop movement and traffic control. The advisers, full-time Air Force officers, are assigned to the MATS regular terminal squadrons.

Reserve air terminal squadrons are under command control of Continental Air Command during peacetime but come under MATS for supervision of training and inspection. During wartime, complete control would go to MATS.

Reserve air terminal squadrons at Travis AFB, Calif., Portland IAP, Oregon, McChord AFB, Wash., McClellan AFB, Calif., and O'Hare IAP, Ill., are assigned to MATS Western Transport Air Force (WESTAF), at Travis AFB. Squadrons at Charleston AFB and Donaldson AFB, S. C., Hanscom Field, Mass., Homestead AFB, Fla., Willow Grove NAS, Pa., and McGuire AFB, N. J., come under MATS Eastern Transport Air Force (EASTAF), at McGuire AFB.



Reservists Galla and Aquileno check cargo lists at Dover AFB, Del., in support of MATS airlift.



During annual two weeks of training, Reservists learned to shore USAF mission responsibilities.



Reservists Haxie, Robbins and Harpersberger demonstrate Air Reserve air terminal service.



Loading supplies to the Congo or Philippines is part of day's work for 92d ATSq Reservists.

Q. I am voluntary assigned to an active Air Force Reserve unit. My service obligation expires in the near future. Who will discharge me from the Air Force Reserve?

A. Your unit commander has authority to discharge you for ETS and for immediate re-enlistment in the Air Force Reserve under paragraph 12 and 13a, AFR 45-43.

Q. I had 3 satisfactory years towards entitlement to Uniform Maintenance Allowance with the Air National Guard before transferring to the Air Force Reserve. I have now completed another satisfactory year. Am I entitled to Uniform Maintenance allowance?

A. No. The four years satisfactory service must be performed as an officer in the same Reserve component (paragraph 50184, AFM 177-105). A satisfactory year is one in which during any twelve-month period 50 points are earned. During the four-year period, a Reservist must have performed at least 28 days of active duty or active duty for training. At least 35 of the 50 earned points must be earned by performances of duty requiring the wearing of the uniform, when, in fact the uniform was worn. To qualify for the \$50.00 Uniform Maintenance Allowance, the uniform must be worn while points are earned.

AIR MAIL



Q. I am a Reserve Major on active duty as an airman, I plan to retire in December with 20 years active duty, 14 as a commissioned officer. Will retirement affect my Reserve status?

A. You may continue your Reserve commission by transferring to the Retired Reserve Section. You obviously have qualified for such transfer and may apply prior to your retirement from active duty. If you fail to apply for Retired Reserve membership when you apply for retired pay, you will be subject to discharge from your Reserve commission.

Q. There is no Air Force Reserve Center training available in the area where I live. Am I permitted to train with other branches of the Armed Forces to earn point credit toward retirement and retention?

A. The Air Force permits its Reservists to train with, the Army, Navy, Marines, Coast Guard, Civil Air Patrol, National Guard and the Explorer Scouts, in a non-flying non-pay status for point gaining purpose. Such training for NARS-assigned Reservists is on an attached basis. Request for such training must be submitted to the Reserve unit of assignment in accordance with AFR 50-35.

Q. Is a Reserve officer participating in an active Reserve squadron eligible to attend the squadron officers' course at Maxwell AFB if he complies with other necessary requirements?

A. The Squadron Officer Course has been renamed Command and Staff Orientation Course. This course is limited to AF Reserve and ANG officers serving in grades of first lieutenant through colonel, provided they have not previously attended the resident course within the preceding five-year period and are assigned to a unit in a pay status.

aerospace library



Reservists may obtain these books by mail order (at listed prices) from the Aerospace Book Club, 7801 Old Georgetown Road, Washington 74, D. C. The Club, established by the Air Force Association at the specific request of the Air Force, offers club members the opportunity to purchase certain of these and other aerospace books at substantial discounts. Reservists also may obtain recommended books at reduced rate from the Air University Book Department, Maxwell AFB, Ala.

The Astronauts, Don Myrus (Grosset & Dunlap, \$1.95). A well-documented account of the men, machines and the journey into space as it might happen. Photographs and illustrations are excellent.

Our Air Force, Editors of Air Force Space Digest (G. I. Putnam's Sons, \$2.50). An authoritative photo-captioned narrative round-up of all the aircraft and missiles currently in use or being tested by the Air Force.

Strategic Air Command, Mel Hunter (Doubleday, \$4.95). A fascinating photo-narrative of the men, the weapons, and the strategy of the Strategic Air Command today and projected into the future. A significant, definitive treatment of the Nation's retaliatory force in attractive format and highly readable prose.

Aerospace Medicine, Maj. General Harry G. Armstrong, USAF (Ret.) and twenty-one contributing authors (William and Wilkins, \$18.00). A detailed treatment of the medical aspects of aerospace, examining more than 32 general areas of medical problems associated with military and civil aviation. Written primarily for the student and practitioner of aerospace medicine.

Ninety Seconds to Space: The Story of the X-15, Julian Bergman (Doubleday, \$4.50). A history of our flight research efforts prior to the X-1 and through the X-15, plus a glimpse into the future of the Dyna-Soar and the Super X-15. A remarkable work enhanced by factual narrative and excellent photographs, laced with personal human interest events and incidents of the men who built and flew the X-15.

Jet Tanker, Lt. Col. Grover Heiman, USAF (Holt, Rinehart & Winston, \$3.50). A factually accurate, fictionalized treatment of the gruelling tasks facing Air Force crewmen striving to attain combat-ready status in the Strategic Air Command. Explains, in very readable style, some of the complexities of strategic air war and the dedicated professionalism required of the men in today's Air Force.

Modern Airmanship, Brig. General Neil D. Van Sick, USAF (D. Van Nostrand, \$9.75). A new revised second edition of this authoritative guide and handbook on all ground and air aspects of airmanship, incorporating the latest advances in U. S. and foreign aircraft along with the most recent information on allied subjects, such as wilderness flying, jet operations and maintenance, aerodynamics, international rules, flight planning and air traffic.

Seat-of-the-pants flying is great, but there are "tricks" to every trade! Flying safety experts talk shop for three days at the first National Civil Air Patrol seminar and come up with sage advice on how to make private flying safer.

"Most of you know how to fly a plane, but do you know how to crash it?"

"Flying is no longer an art—it is becoming a science."

"Flying accidents don't just happen, they're caused!"

"Many times, 'act of God' accidents are not His at all—but man's doing?"

These are but a few thought-provokers expounded by Air Force and civilian aviation experts at the first Civil Air Patrol National Flying Safety Seminar at Ellington Air Force Base, Texas last March. For three days, approximately 200 military and civilian flying enthusiasts heard realistic facts about aircraft accidents and prevention: food for thought.

More than half of the delegates were CAP members from every state. They found the kernel of this country's organized general aviation to carry back to CAP regions and wings knowledge of the need for safety counsel. Examples of what CAP would influence the safety consciousness of other aircraft operators. Future seminars at CAP region level to accomplish this was the seminar's basic objective. In the keynote address, Maj. Gen. Alfred F. Kalberer, USAF, official assistant to CONAC's commander, pointed proudly to Air Force and SAC enviable safety records developed through training. He said that if pilots maintain self-discipline and develop good "habit patterns," they can absorb an emergency situation.

As Brig. Gen. Stephen D. McElroy, USAF, national commander of CAP, put it: "Eliminate the hazard, or unsafe conditions, and you break the accident sequence. Education, motivation and supervision will reduce the number of mistakes made." He placed responsibility for accident prevention squarely on command.

Investigator of this seminar, Miss Victoria Heath, executive assistant of the Flight Safety Foundation—co-sponsor with CAP—urged light plane pilots to take regular "check-up rides" to learn their own bad flying habits from an experienced instructor. Pointing up

measures CAP could initiate to enhance flying safety, Miss Heath said the one that would get most results would be understanding human limitations in judging weather conditions.

Annual accident rate in general aviation, about one in 17 aircraft (one in 150, fatal), shows no improvement in ten years. This, seminar experts say, is reason enough for a national flying organization like CAP to lead with an intelligent accident prevention and safety program.

Most accidents, according to Lt. Col. Waring W. Wilson, USAF, of the Directorate of Flight and Missile Safety Research, are caused by pilot factors and material failures, but these can be reduced with "aircrew professionalism" and close industry coordination.

Stature of CAP was bolstered by Mr. Russell J. Abbott of the Civil Aeronautics Board who announced that Civil Air Patrol could request participation in the investigations of CAP accidents.

Seminarists heard Mr. David H. Holladay of the University of Southern California discuss factors that constitute a safety program; Lt. Col. Fred R. Peck, Jr. of FAA, who outlined his agency's resources available to promote safety; Mr. Aubrey E. Cole of FAA's air traffic management stressed the importance of filing a flight plan "for your survival



may depend on it;" and Mr. Robert E. Bell urged private pilots to use FAA's Flight Service Station services, on duty 24 hours a day, "that may one day save your life."

Every pilot's bugaboo — weather — which was threaded throughout the seminar talks, got preferential treatment from Mr. N. A. Lieurance, associate chief of the U. S. Weather Bureau. He stressed that pilots must learn how to translate weather maps into weather, how to read weather language, and how to get weather data that is available.

Crash-worthiness of both aircraft and occupants and how to improve on it with simple precautions was detailed by Mr. Gerald M. Bruggink, human factors expert of Aviation Crash Injury Research, a division of Flight Safety Foundation. He highlighted certain "musts," like seat and shoulder harnesses, to curb impact injury.

Discussion periods and sectional meetings of CAP region representatives resolved the over-all information into solid recommendations on all phases of flying safety to be consolidated for future seminars.

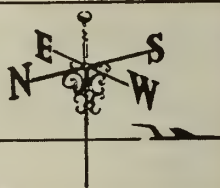


Personalities in many fields of aviation attended Civil Air Patrol's National Safety Seminar at Ellington AFB, Texas. Among them were (l-r) Maj. Gen. Alfred F. Kalberer, USAF, keynote speaker for the seminar, CAP Col. Poul Turner, Brig. Gen. Stephen D. McElroy, USAF, and Brig. Gen. Russell F. Gustke, AFRes.

VISIT SPAIN — When a C-119 from the 349th TCW at Hamilton AFB, Calif., landed recently at Santiago, Spain, it was not according to prearranged flight plans. A broken oil line some 600 miles off the French coast forced the aircraft and its crew of Capt. Millard Ford, aircraft commander, Lt. Richard L. Olson, co-pilot, Major John Lippert, navigator, and Sgt. Lloyd Bowen, crew chief, to seek refuge at the Santiago landing strip. Radio contact revealed the airport was closed and the only man in the control tower was a janitor who spoke little English and knew even less about landing procedures. But together the two-way conversation paved the way for the safe landing.

TRAINING MISSION SHIFTED — The 133d Air Transport Squadron, New Hampshire Air National Guard, has completed its first transatlantic airlift since its pilots were converted from F-86 jets to C-97 Stratofreighters less than a year ago. Its new role with the big cargo planes is to provide airlift backup for Military Air Transport Service in time of war. Based at Grenier ANGB, N. H., the C-97 of the 133d made the crossing to Rhein-Main AB, Germany with former fighter pilots at the controls.

CROSS COUNTRY



HIGHEST RATING — Five members of the North Dakota Air National Guard have received the highest rating awarded to pilots and radar observers of the Air Defense Command. Four pilots (Lt. Col. D. S. Larson, Maj. A. P. MacDonald, W. A. Frederickson and Capt. D. H. Flesland) and a radar observer Capt. H. A. Lohse earned their "expert ratings" for combat-readiness in the F-89J all-weather interceptor. This is the first of 40 ANG units throughout the country under ADC assignments to qualify for the expert rating. Prior to this, only Air Guardsmen on active duty have earned the rating. Prerequisites for the award include a minimum of 1,000 hours total pilot flying time; a minimum of 700 hours jet fighter time; minimum of 50 hours actual weather time in a jet fighter or trainer; minimum of 20 low approaches with the ceiling less than 1,000 feet and/or visibility two miles; and firing of the MB-1 Atomic Missile; and other advanced flying skills.

OPERATION BIG DITCH — At Van Nuys, Calif., the 9339th ARSq has initiated a project to convert a closed storm drain into a bomb shelter—one that would provide ventilation, food storage and all other basic necessities for residents to survive should an atomic attack ever occur. The idea was born in July 1960 when the Corps of Engineers told San Fernando's City Council the drain would be closed to make way for a new channel construction. Lt. Col. Ralph A. Harper, a member of the City Council and the 9339th suggested a study be made and he contacted Lt. Col. James R. McCloskey, squadron commander. The unit's Research and Development Flight was called in to conduct the study and determine needed modifications necessary to make the conversion. According to Col. Harper's report the project will be successful.

Phasing out of some AF activities at MacDill AFB, Fla., has enabled the 2496th Air Force Reserve Sector at Tampa to utilize vacated offices. Also scheduled to make the move to MacDill is the 2698th AResC of Tampa . . . The 2483d

AF Reserve Sector headquarters at Richards-Gebaur AFB Mo., reports 15 slots remaining for airmen augmentees. Reserve slots provide forty-eight pay periods per year in addition to two-week active duty tour. Openings include personnel operations and education. Interested officers and airmen may contact Maj. William A. Pitt, personnel and administrative officer at Sector headquarters . . . Now relocated at 32 Jericho Turnpike, Mineola, L. I., New York are six CONAC units formerly stationed at Mitchel AFB. They include the 2623d AResC, 9068th ARGp, First Censorship Sq., Det #4, 11th AACS Sq., CONAC Command Staff Explorer Officer and CONAC Staff Explorer Officer, BSA Region II . . . Reserve Recovery Units are being activated on Long Island, N. Y. to enable some 800 officers and airmen to continue Air Force Reserve affiliation. In addition to providing Reserve assignments to personnel dislocated by Mitchel AFB's closing, activation of Recovery units will establish an important post-attack recovery capability in the Long Island area.

JAG Reservists at McGuire AFB, N. J., have found new vehicle for Reserve training. Headed by Major Timothy G. O'Shea, staff judge advocate, the group established an orientation workshop modeled after practicing law institutes all over the country. Briefings have been developed in various fields of military law with mobilization assignees, neighboring National Guard lawyers and Reservists from sister services invited to participate in discussion panels on military law developments . . . AF Family Theater, launched by the Information Flight of the 2657th AResC in St. Louis, has provided a new method of utilizing and disseminating information available in Air Force films. Capt. John B. Riordan, commander of the flight, originated an idea to hold public showings of the Center for air-minded citizens and augments the program with local speakers . . . The Intelligence Section of 9881st Air Reserve Squadron came up with a briefing on "Two Germanys" and "Two Berlins," as part of the squadron's information and education program.

GUARD NOTES: Col. Harold C. Norman is typical of the civilian-airman in the Air National Guard who numbers better than 500 and perform dual roles. They double in brain and become the weekday "flying civilians" for the ANG. And they occupy key positions such as unit commander, operations officer or flying proficiency instructors. Col. Norman is the commander of an air interceptor group in Chicago but as a civilian (GS-13) he is base detachment commander of the 169th Tactical Fighter Squadron at his home town in Peoria, Ill. Purpose of such dual-employed personnel is to insure the day-to-day continuity of operations is maintained.

A 12,000 pound core drill and other heavy equipment recently was flown to Rampart Rapids on the Yukon River in Alaska by the 144th ATSq. The Alaska ANG unit undertook the mission in support of the U. S. Army Engineer's preliminary study of the area as possible site of the proposed mammoth Rampart Dam. The dam would be the world's largest power project, generating an estimated 4.7-million kilowatts. The Air Guard unit made several landings on the frozen Yukon River with a C-123-J . . . The 107th Tactical Fighter Group (New York ANG), Hancock Field, N. Y., has been reorganized. The 650 officers and airmen based at Hancock Field have been reassigned to the 138th Tactical Fighter Squadron in a mission change from Air Defense Command to Tactical Air Compound . . . The 150th Aerospace medical Transport Squadron (New Jersey ANG), Newark, N. J., boasts a full roster of flight nurses to qualify as a "ready" unit.



Pentagraphs

PA FIRST LIEUTENANTS: Hq USAF reported 98.8 per cent of eligible second lieutenants have been promoted to permanent Reserve (ROPA) first lieutenants as a result of review board action. Only 20 of 1,724 active duty second lieutenants failed to make the ROPA jump. In board actions at Air Reserve Records Center in Denver, 392 non-active duty second lieutenants out of 512 considered made the permanent Reserve first lieutenant list, a promotion ratio of more than 76.5 per cent. USAF said these promotions would become effective on the dates officers complete three years promotion service. If the three years are up now, special orders with retroactive effective dates will be issued. If the three years end later, special orders will be issued at that time.

★ ★ ★

DAEDALIANS MEET: Famed order of Daedalians, the virtual who's who of aviation, held its national convention during mid-April in San Antonio, Texas. Formed by WWI pilots in 1934 in the spirit of patriotism, the group honored such notables as Gen. Carl Spaatz and Gen. Ira C. Eaker, both USAF (Retired). Air Force Chief of Staff, Gen. Thomas D. White, was also in attendance. Pacific Air Forces received the coveted Daedalian Trophy for flight safety and a new Daedalian Maintenance Trophy was presented to the 3500th Maintenance and Supply Group, Reese AFB, Texas. Re-elected to again head the Daedalians was Brig. Gen. Harold L. Clark.

★ ★ ★

OVERSEAS - DOLLAR FLOW PROGRAM: "Project Peel," a USAFE (United States Air Forces in Europe) plan for all military and civilian personnel will help them save 25 per cent of their base pay and at the same time help stem America's adverse dollar flow abroad. Airmen and Air Communications Service (AACS) personnel in Europe and the Middle East already have pledged to set aside \$1,150,000 during 1961, a proposal that basic airmen invest \$26.25 monthly to a full general's pay-away of \$425. AACS has called its program "Kin Keep" and reports that most investments are going into Airmen's deposits and Savings Bonds.

★ ★ ★

NEW NAME: The School of Aviation Medicine at San Antonio, Texas has been redesignated the School of Aerospace Medicine. Air Force made the change on May 8.

SPECIAL FILMS: Air Force Library Center, 8900 South Broadway, St. Louis 25, Missouri, has requested military and civilian groups to use AF serial numbers and titles to avoid delays in processing. Due to heavy demands for certain films, particularly on missiles and space, the film center has recommended that alternate dates and films be listed. Current film listings, all 16mm with sound, includes Armored Sky (SFP 1068); Air Traffic Control Procedures (TF 1-5350); Mobile Yoke (SFP 1052); Space Feeding (SFP 1008); and Checkmate (SFP 1044).

★ ★ ★

DOCTOR DRAFT: Selective Service has been asked by the Department of Defense to come up with 250 doctors for duty with the Air Force. Pentagon says the call was made necessary by the failure of this year's intern group to volunteer for active duty in July in sufficient numbers to meet requirements of the military medical services. It is the first time such a request has been made in four years.

★ ★ ★

ECI NOTE: The Extension Course Institute has added 15 additional courses including two never before offered for study — Manual Central Office Equipment Specialist (3626A); Civil Law (7802A); others include Stenographic Specialist (7030); Course 1, Officer Candidate School Correspondence Course, Still Photographer (2322); Communications Center Specialist (2935); Radio Fundamentals (3011); Ground Communications Equipment Repairman (Light) (HF) (3040); Electronics Fundamentals (3050); Aircraft Control and Warning Radar Equipment Repairman (C) (3063); Outside Wire and Antenna Systems Installations and Maintenance Specialist (3623); Aircraft Mechanic, Reciprocating Type Engine (4313); Weapons Mechanic (4621); Fire Fighting and Aircraft Crash Rescue (5711); and Fuel Specialist (Conventional) (6441) . . . Owing to the depletion of materials ECI has also announced temporary suspension of nine courses: Basic Radio Operator (2930); Mechanical Accessories and Equipment Repairman (4241); Aircraft Maintenance Officer (4301); Special Vehicle Repairman (4725); Civil Engineering Administrator (5502); Warehousing Supervisor (6423); Information Officer (7200); Education Technician (7513); and Personal Counseling (7902).



AWARENESS . . .

Without the public awareness and understanding of airpower resulting from the decisive air victories of World War II and our air superiority in the Korean War, much of our country's present aerospace power would still be on the designer's drawing boards.

Public appreciation of airpower's vital relation to national security also has provided an atmosphere in which high quality young Americans have been attracted to the Air Force and made it their career. This has enabled us to build an effective professional fighting force.

Public understanding does not come automatically to any group or to any agency of the government simply because of the soundness of its objectives.



These must be explained to the public. They must, furthermore, be demonstrated in some way by performance. And this is not easily done in the very complex Aerospace Age, with its numerous weapon systems.

Explaining the aerospace force, difficult as it may be, is as critical to the Air Force mission as any program in which we are now engaged. It demands firm and expressive leadership on the part of all commanders, and cooperative effort by all Air Force personnel.

SPACE . . .

"The Deputy Secretary and I have decided to assign space development programs and projects to the Department of the Air Force, except under unusual circumstances," said Secretary of Defense Robert S. McNamara in a memo to the Service secretaries, the Director of Research and Engineering, the JCS and other officials on March 6. The

I am convinced that we in this country and in the Free World possess the necessary resources, and the skill, and all the added strength that comes from a belief in the freedom of man . . . Let me then make clear as the President of the United States that I am determined upon our system's survival and success, regardless of the cost and regardless of the peril. — John F. Kennedy

memo accompanied a DOD Directive 5160.32) of the same date. The Secretary stated further

- This assignment of space development programs and projects does not predetermine the assignment of operational responsibilities for space systems, which will be made on a project by project basis as a particular project approaches the operational stage, and which will take into account the competence and experience of each of the Services and the unified and specified commands.
- We recognize that all the military departments, as well as other Defense agencies, may have requirements for the use of space equipment. The directive expressly provides that they will continue to conduct preliminary research

to develop specific statements of these requirements, and provides a mechanism through which these requirements may be fulfilled.

- We expect all elements of the Department of Defense to support it fully and to help develop the military portion of the national space program in the most effective manner.

The Secretary stated that the policies and assignments were being made after a careful review of the military portion of the national space program had shown that it could be improved by better organization and clearer assignment of responsibility.

The policies and assignments cover research, development, test and engineering of satellites, anti-satellites, space probes and supporting systems for all components of the Department of Defense. The Directive does not affect space research and development assignments previously made.

NEW FUNCTION . . .

A new Department of Defense Directive (5160.34) assigns to the Air Force responsibility for research, development and operation of all Department of Defense reconnaissance satellite systems. The April 1 directive also assigned responsibility to the Air Force for research and development of all instrumentation and equipment for processing reconnaissance data received from these satellite systems.

Air Force also will provide, launch and recover the payloads of mapping and geodetic satellites, delivering the collected raw data to the Army. The Army is assigned responsibility for establishment and management of a single geodetic and mapping program for the Department of Defense.

In the field of non-satellite, mapping and geodetic systems, the Air Force will be responsible for research, development and operation of all cartographic, photographic and geodetic systems (excluding data processing, other than field computation) requiring the service of manned high performance aircraft, in accordance with the requirements and schedule provided by the Department of the Army. Navy will be responsible for research, development and operation of all oceanographic and geophysical equipment required for the survey of the ocean areas, and will provide processed data to the Army. The Joint Chiefs of Staff will establish operational priorities for acquisition of geodetic and reconnaissance and mapping information.

NEW COMMANDS . . .

In a reorganization to be completed by July 1, 1961, the *Air Force Systems Command* began on April 1 to consolidate all activities concerning the acquisition and development of aircraft, missile and other systems, some of which are now carried out by the Air Research and Development Command (ARDC) and some by Air Materiel Command (AMC). AMC has been redesignated the Air Force Logistics Command and will operate and control the Air Force's worldwide logistics system, a multi-billion dollar business employing

g 165,000 people. Research elements ARDC has been placed in a new Office of Aerospace Research reporting directly to the Air Force Chief of Staff. The Air Force Systems Command will have four divisions: Ballistic Systems, Space Systems, Aeronautical Systems and Electronic Systems. Each new division of AFSC will have representation from using commands or other Services or agencies, such as NASA, on projects the divisions are doing for them.

Each division will be capable of managing acquisition of assigned system programs. Example: The commander of the Ballistic Systems Division will have available all management resources required for development, test, evaluation, procurement, production, site activation and planning for the support and operation of ballistic missiles. His deputy for Site Activation will be in charge of facility design, construction, installation and checkout. Brig. Gen. A. C. Welling of the U. S. Army Corps of Engineers will hold this position. At each location present site activation task forces of AFMC will be combined with existing field detachments of ARDC and the Corps of Engineers' detachments to form an integrated team responsible for the complete site activation task.

THREAT . . .

In a statement before the Senate Committee on Armed Services on April 11, 1961, Air Force Chief of Staff Gen. Thomas D. White said:

"In my mind, it is particularly significant that Soviet efforts in the military exploitation of space have an extremely high priority. Apart from their lunar probes of 1959 and their recent probe directed at Venus, however, Soviet exploration of space has been concentrated on the near-Earth-region—the logical area for the near-term expansion of military aerospace power. For example, the Soviets could launch a large space platform—truly a major rung in the ladder to the achievement of effective space weapon systems. There also are many indications that they may put a man in the very near future. [On the following day, April 12, 1961, Yuri A. Gagarin of the Soviet Air Force was reported to have been rocketed around the planet and returned in 89 minutes.]

"It is apparent that the Soviets have demonstrated by intensive research and development programs that they would like to acquire a clear military advantage at the earliest practicable date. Meanwhile, they are pruning away large masses of obsolete and obsolescent forces from their existing military strength.



"On the basis of these actions, I believe that a very critical period is upon us. In fact, I consider the total power represented by the growing Soviet aerospace strength to be perhaps the greatest threat in the history of our country. To disregard this fact would be tantamount to inviting military inferiority, to degradation of our total security position, and almost certain failure to obtain our national objectives."

AEROSPACECRAFT . . .

In recommending that the nuclear-powered aircraft project no longer be continued as a "hardware" development program by the Defense Department, Secretary McNamara spoke of the promise of the Dyna-Soar. He said: "The decision to drop the nuclear-powered aircraft program should not be interpreted as a loss of interest in new modes of manned flight. Quite the contrary; our proposed revisions of the January budget include a substantial increase in funds requested for Dyna-Soar—a research vehicle, designed to explore the problems of launching a manned vehicle into suborbital flight and recovering it by a normal landing at some preselected site. This project is, of course, only a first step toward the development of a militarily useful vehicle, and at the present time is conceived of strictly as a research effort."

CHALLENGE . . .

"Our greatest challenge is still the world that lies beyond the cold war—but the first great obstacle is still our relations with the Soviet Union and Communist China. We must never be lulled into believing that either power has yielded its ambitions for world domination—ambitions which they forcefully restated only a short time ago. On the contrary, our task is to convince them that aggression and subversion will not be profitable routes to pursue those ends. Open and peaceful competition—for prestige, for markets, for scientific achievement, even for men's minds—is something else again. For if freedom and communism were to compete for man's allegiance in a world at peace, I would look to the future with ever-increasing confidence."

President John F. Kennedy

MIXED FORCE . . .

Changing the B-70 program from a full-scale weapon systems development program to a technical development program, said Secretary McNamara, "would still preserve the option of developing a manned bomber if we should later determine such a system is required." Meanwhile, he said, "we plan to explore the possibility of developing other manned systems." The Secretary said that "there are still some uncertainties with respect to the operational characteristics of our missile force. We also recognize that there will continue to be important advantages inherent in a mixed missile and bomber force."

In the American scheme of things—government of, by, and for a people governed by their own consent—the right to know is with the public. The government is granted the authority to withhold information, which means the burden of proof of need to withhold is on the government.

This in no way alters your duty, obligation and authority to safeguard information involving security. In practice, recognition of this principle will strengthen our security system. It will also increase public respect for the military service.—Secretary of the Air Force Eugene M. Zuckert.



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Pittsburgh's Channel 4 helped Western Pennsylvania citizens get first hand information on Air Force Recovery concept when newscaster Ed Canway interviewed Brig. Gen. Felix S. Vidal, comdr 2d Reserve Region. Gen. Vidal later addressed prominent civic leaders at a dinner party.



At Dallas, Texas, learning the Russian language is part of collateral training for week-end Reservists of 2484th AF Reserve Sector. (l-r) Major Carlson, Major Crespo, Capt. Laurini, instructor, Capt. Ignatowicz, A2C Hiena and MSgt. Tillman. Another program includes atomic attack defense.

Reserve Camera



Zippy, internationally-famous chimp perches on shoulders of a pressure-suited mannequin during Metra Sparts Shaw in Springfield, Missouri. Display was part of 9722d ARSg. Reserve recruiting booth viewed by some 35,000 visitors. Zippy's best known for movie role in Tarzan series.



The 182d FIS of the Texas ANG needs qualified pilots to fly these sleek looking Delta F-102 "Daggers." Reserve USAF lieutenants with at least 1000 hours flying time in either single engine jet fighters or trainers may apply now by contacting the 182d located at Kelly Air Force Base, Texas.



Flying training instructors, (l-r) Lt. Franklin C. Lamm, Capt. R. L. Kears, Lt. Patrick J. Marckesano and Capt. Edwin C. Strickland check transition records at Olmstead AFB. The 167th FITRON, Pennsylvania ANG unit, is in the process of converting from F-86 jet fighters to C-119 transport.

THE AIR RESERVIST

OFFICIAL MAGAZINE OF
THE AIR RESERVE FORCES



RECOVERY PROGRAM ON SCHEDULE...page 7



DEPARTMENT OF THE AIR FORCE
OFFICE OF THE CHIEF OF STAFF
UNITED STATES AIR FORCE
WASHINGTON, D.C.

Dear Reservist

You and I both have the singular desire to see our Country safe and our people free. Today, in order to assure this condition, our government must be able to speak with a believable voice of authority, and it can't do this without reserve forces that are strong and ready. My feeling is that solid reserve forces will substantially assist our Nation to prevail if war is ever forced upon us.

Our capability to fight and our firm intention to prevail depend not on numbers, but on the quality of our forces. We must all be producers. New weapon systems have eliminated the certainty of established frontlines and secure homelands. Their speed and destructiveness have made the development of military power a task that must be completed before war begins. Once committed, we will have no opportunity or necessity for vast training programs. Training we confine to peacetime. In war we operate.

During the eligibility hearings held by the Senate Armed Services Committee before my appointment as Chief of Staff I assured the members of my confidence in the present and future capabilities of the Air Force Reserve and the Air National Guard. I told them that at the present time we have the best-equipped, and best trained Reserve/National Guard units that we have ever had in our history; that all of them, with the exception of those that are being re-equipped, are ready to go in 24 hours; and that now they train in peacetime, and operate in wartime with the same command under the same doctrine and principles.

Our greatest hope is to put an end to war as a means of settling disputes among nations. But those who want peace with justice know that a nation bent on aggression will turn away only when confronted by strength and determination. These are qualities that I expect the Air Reserve Forces to maintain.

In the future I will use this method to communicate with you. I feel that it is an effective way for me to bring matters of significance, and Air Force policy, to your attention.

Sincerely

A handwritten signature in dark ink, reading "Curtis E. LeMay".

CURTIS E. LeMAY
General, USAF
Chief of Staff

... PEOPLE



GENERAL CURTIS E. LEMAY, successor to Gen. Thomas D. White as Air Force chief of staff, brings to the job a long list of accomplishments. Best noted as the commander of Strategic Air Command, he spent nearly ten years building the vital command from the remnants of World War II to an all-jet bomber force. Under his leadership and supervision, plans were laid for the development and integration of an intercontinental ballistic missile capability. Earlier in his career, General LeMay earned credit in professional military circles for the development of formation procedures and techniques used by bomber formations in the European Theater during WW II. He operated in the Pacific Theater as commander of the 20th Bomber Command with headquarters on Guam. The General's first post-war assignment was to Hq. Air Materiel Command, with a later assignment at the Pentagon as the first deputy chief of staff for Research and Development. In October 1947, General LeMay assumed command of the U.S. Air Forces in Europe (USAFE), where he organized air operations for the famous Berlin Airlift. A year later he returned to the U.S. to assume command of SAC. July 1957 saw his appointment as vice chief of staff, USAF. Succeeding him as vice chief is Gen. Frederic H. Smith, Jr., former commander of USAFE.

General LeMay, long an advocate of "truly Ready" Reserve Forces, has been instrumental in efforts to increase the first-line capability of the Air National Guard and Air Force Reserve. Beginning with this issue, the new Air Force chief of staff will utilize "The Air Reservist" to keep members of the Air Reserve Forces informed of the programs, plans and policies pertaining to the USAF mission.)

MAJ. GEN. GORDON A. BLAKE, former commander of Pacific Air Forces, is slated to assume command of Continental Air Command in the early fall. He will succeed Lt. Gen. William E. Hall, present CONAC commander, who will retire at that time. General Blake, a West Point graduate of the class of 1931, entered flying training in 1932 from the Coast Artillery. In January 1933, he graduated and began flying duties in a pursuit squadron at Barksdale Field, La. In September 1941, he accompanied the first land-based flight of B-17s from Hawaii to the Philippines. After the pioneer flight, then-Major Blake returned to Hickam Field where he was base operations officer on Pearl Harbor Day, December 7, 1941. He was awarded the *Silver Star* for gallantry in action on that day. His post-war service saw him mainly in key communications posts at major command and USAF level.



"Quote..."

"It has been my experience that no Reservist who really does his job ever is compensated fully except in satisfaction. The individual who prepares himself for his mobilization duties will spend many more hours in study than those for which he receives pay or points. The day-to-day work of keeping a unit "Ready Now" takes far more time and effort than can be put forth during minimum scheduled training periods. The work that is done in excess of this minimum effort by dedicated Reservists is the big difference that makes the Air Reserve Forces truly responsive to the needs of the Air Force."

MAJ. GEN. CHESTER E. McCARTY
Deputy for Air Force Reserve Affairs
Office, Assistant Chief of Staff
for Reserve Forces

THE AIR RESERVIST

OFFICIAL MAGAZINE OF
THE AIR RESERVE FORCES

Vol. XIII—No. 6

JULY 1961

AIR FORCE RESERVE AIR NATIONAL GUARD
CIVIL AIR PATROL

General Curtis E. LeMay
Chief of Staff, United States Air Force

Maj. Gen. Robert E. L. Eaton
Ass't Chief of Staff Reserve Forces, USAF

EDITOR
Fred E. Giachino

ASSOCIATE EDITOR STAFF WRITER
Earl E. Lane MSgt. Paul E. Collins

The *Air Reservist* is an official publication of HQ USAF approved by the Secretary of the Air Force in accordance with Section 278, Title 10, U. S. Code. This section requires the dissemination of complete and up-to-date information of interest to the Air Reserve Forces.

Editorial Office: The *Air Reservist*
P.O. Box 423, Balling AFB, Washington 25, D. C.

The material contained in *The Air Reservist* is listed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by Hq. USAF.



FIRST PLACE WINNERS

The Air Force Reserve's 8499th Navigation Training Squadron, March AFB, Calif., not only won first place in the fifth annual Navigation Competition at Ellington AFB, Texas, but established a new scoring record enroute to the title. Members of the winning team included (l-r) Capt. Howard J. Kinney, Maj. Edward W. Blanchfield, Maj. John W. McKenna and Maj. Robert S. Holden. Second place went to the 8508th, Dabbins AFB, Ga., and defending champion 8511th, Hamestead AFB, Fla., finished third in a field of 13 teams. Maj. Holden was also named the meet's outstanding navigator.

PLANS & POLICY

SIX ANG C-97 CREWS will compete in the Ricks Trophy Event early in September in conjunction with the Air Force Association's convention, Sept. 20-24 in Philadelphia. Crews from the 115th and 195th ATSSqs., Van Nuys, Calif.; 109th ATSSq., Minneapolis-St. Paul; 125th ATSSq., Tulsa, Okla.; 133d ATSSq., Manchester, N.H.; and 139th ATSSq., Schenectady, N.Y., will enter the eighth annual flying event sponsored by the Air National Guard. Plans are still tentative but Guard officials said this year's contest would consist of a Military Air Transport Service-directed cargo mission with probable routing over the Pacific or Atlantic oceans.

Judging will be scored by a MATS team with a criteria covering all aspects of a regular cargo mission and including navigation, cruise control, ETA's and proper loading techniques. The two top crews will be honored guests of the AFA at their convention when the winning trophy is presented. Originally, the Ricks Trophy Race was based primarily on speed, but in recent years the event has been altered to make speed a secondary factor. For example, last year the Guard changed the event to include a one-day gunnery meet at George AFB with a subsequent speed run to Hamilton AFB, Calif., the following day. Major Milan R. Forkapa, Jr., commander of the 112th Tactical Fighter Squadron at Toledo, Ohio ANG base, won the 1960 meet flying an F-84F jet.

AIR REFUELING will be the new mission of the 145th Aeromedical Transport Squadron (ANG) at North Canton, Ohio. The unit will be reorganized as the 160th Air Refueling Group and transferred to Clinton County AFB, Ohio during July, August and September 1961. Since many Air National Guard personnel will not be making the unit transfer because of travel involved, numerous vacancies will be available for full and part-time Air Guard Technicians. Veterans, however, will be offered a major share of these vacancies. Using KC-97 aircraft, the new group will need pilots, navigators, boom operators and various types of aircraft maintenance personnel. Other openings include administration, personnel, air police, communications, operations, civil engineering, food service, medical and base support-type activities. Applications for positions and additional information may be obtained by contacting the Base Detachment Commanders, Ohio ANG at either Clinton County AFB at Wilmington or Akron-Canton Airport, North Canton.

AIR TERMINAL WINGS under Eastern Transport Air Force (MATS) have several M-Day positions open for qualified Air Force Reservists. Reservists desiring assignment to any one of the vacancies listed below are requested to submit AF Form 1288, "Application for Reserve Assignment," to the appropriate unit commander.

81st ATSSq. Charleston AFB, S.C.: 1 Capt. 6024; 1 1st Lt 6024; 3 MSgt 60170; 5 TSgt 60170; 16 SSgt 60152; 1 SSgt 60150; 12 A1C 60150; 36 A1C 60152; 3 A1C 70250; 1 MSgt 73170. 84th ATSSq. Donaldson AFB, S. C.: 2 A1C 70250; 18 A1C 60152; 2 A1C 60150, 85th ATSSq. McGuire AFB, N. J.: 9 SSgt 60152; 13 A1C 60152; 2 A1C 70250; 1 A1C 64650. 88th ATSSq. McGuire AFB, N. J.: 1 Capt. 6024; 2 A1C 70250; 7 A1C 60150; 28 A1C 60152; 13 SSgt 60152; 3 TSgt 60170.

89th ATSSq. McGuire AFB, N. J.: 1 1st Lt 6024; 4 A1C 70250; 6 A1C 60150; 24 A1C 60152; 11 SSgt 60152; 3 TSgt 60170; 1 MSgt 60170. 90th ATSSq. Charleston AFB, S. C.: 1 MSgt 60170; 1 TSgt 64670; 2 A1C 60150; 9 A1C 60152; 11 SSgt 60152. 92d ATSSq. Dover AFB, Del.: 3 A1C 60150; 14 SSgt 60152; 21 A1C 60152; 1 MSgt 60170; 2 TSgt 60170; 1 SSgt 73250; 1 Capt 6024.

51st Casualty Sq. 1611th ATWg, McGuire AFB, N. J.: 1 Maj 9034; 1 Capt 9034; 5 1st Lt 9025; 1 Capt 9386; 1 Maj 9725; 1 Capt 9725; 2 1st Lt 9725; 24 1st Lt 9754; 1 MSgt 64173; 4 SSgt 90651; 1 MSgt 90671; 2 TSgt 90671; 1 A2C 90230; 8 A1C 90250; 9 SSgt A90250; 28 SSgt 90250; 13 A1C A90250; 7 A1C 90251; 2 SSgt 90251; 9 TSgt 90270; 8 MSgt 90270; 2 TSgt A90270; 1 MSgt A90270; 1 SSgt 90450B; 1 MSgt 90570; 1 A2C 90630; 4 SSgt 90650; 4 TSgt 90670; 3 MSgt 90670.

DEPARTMENT OF COMPTROLLER TRAINING (3705th Technical School) Sheppard AFB, Texas, has announced that Comptroller Reserve Courses are being by-passed by Reservists. The courses available to Air Force Reserve officers now in comptroller assignments have been designed to provide an opportunity for them to improve their effectiveness. In some cases, Reservists may be unaware that during annual two weeks of active duty training they may be eligible for specialized training in this and many other similar courses listed in the USAF Training Prospectus. For example, 45 Reserve officers are eligible to attend Comptroller

see PLANS & POLICY page

MARK OF A PROFESSIONAL

For nearly 200 years members of the military—Regular, Reserve and National Guard—have been wearing similar uniforms. There have been notable exceptions such as the Civil War when units on both sides exercised local option and outfitted themselves in varying degrees of resplendence. Today the “uniform” means just that, with the Air Force emphasizing simplicity as the keynote to the well-dressed airman.

Essentially, the purpose of the military uniform is to identify friend from foe. However, uniformity of dress has other benefits. For example, it is easier and cheaper to clothe troops if all are required to wear the same type garments. Probably the most significant advantage can be measured in the pride and discipline that an individual attaches to the wearing of a specific uniform of a specific service.

When the Air Force became a separate service in 1947 there was much speculation about the forthcoming new uniform. One group favored individualistic attire heavily leaning toward the *fifty mission crush* and which pointed up the youthfulness of the newest service. The opposing element, not unmindful of the Air Force's qualities of derring-do, was concerned with more conservative ideas in the dress-up department. What evolved was a smart piece of merchandise that effected the drape of youthfulness and yet maintained an air of mature professionalism.

Modesty and good taste have always been the watchwords in the wearing of Air Force blue. At the outset, the Air Force condoned the wearing of shoulder patches earned in other services during World War II days. However, it soon eliminated the requirement for wearing shoulder patches within its own limits; the objective being to simplify the uniform.

The only exception to uniform decoration has been Air Force encouragement toward wearing of authorized service awards, ribbons and badges. While wearing the varied colors of “fruit salad” would appear contrary to this concept, it must be remembered that *the accomplishments of the professional military are best evidenced by the number of ribbons adorning the area immediately above the upper left uniform pocket*. With this in mind, the Air Force recently laid down the requirements that all Air Force personnel will wear appropriate ribbons and awards on the uniform at all times.

Several changes have occurred in the Air Force awards and decorations lineup. The *Distinguished Service Cross*, *Soldier's Medal* and *Army Commendation Ribbon* of Army Air Corps days have been replaced by the *Air Force Cross*, *Airman's Medal* and *Air Force Commendation Medal*, in that order. The newer awards will take precedence; however, they will not replace those earned prior to the inception of this change.

It may be noted, however, that both the *Air Force Cross* and the *Airman's Medal* are still under design consideration and it could feasibly be from 12 to 18 months before the new medals

reach the field. The *Air Force Commendation Medal* has been approved and now is being used.

Still another change becomes effective September 1, 1961, when the unit award emblems with gold-wreath frames (*Distinguished Unit Citation* and *Philippine and Republic of Korea Presidential Unit Citations*) will be reduced in size and worn over the left pocket in the same manner as ribbons.

In complying with the new directive to wear service ribbons, Air Force Reservists and Air National Guardsmen should determine their eligibility for the *Armed Forces Reserve Medal* which was established on September 20, 1950. This medal is awarded to members of Reserve components of the U.S. Armed Forces who have completed ten or more years of honorable and satisfactory service (a minimum of 50 retirement points for a creditable year). The years need not be consecutive but such service must have been performed within 12 consecutive months in any Reserve component of any branch of the Armed Services, including active duty time.

To enable readers to establish an official precedence for the wearing of decorations, *The Air Reservist* has prepared a list of medals and illustrations to show their respective wearing positions.

DECORATIONS AND SERVICE RIBBONS ORDER OF PRECEDENCE

	1 Medal of Honor	
2 Air Force Cross*	3 Distinguished Service Cross or Navy Cross	4 Distinguished Service Medal
5 Silver Star	6 Legion of Merit	7 Distinguished Flying Cross
8 Airman's Medal	9 Soldier's Medal or Navy & Marine Corps Medal	10 Bronze Star Medal
11 Air Medal	12 Air Force Commendation Medal	13 Army, Navy, or Coast Guard Commendation Medals
14 Purple Heart	15 Distinguished Unit Emblem	16 Navy Presidential Unit Citation
17 Air Force Outstanding Unit Award	18 Air Force or Army Good Conduct Medal	19 Navy, Marine Corps, or Coast Guard Good Conduct Medal
20 American Defense Service Medal	21 World War II Theatre Ribbons (order in which earned)	22 World War II Victory Medal
23 Army of Occupation Medal**	24 Medal for Humane Action	25 National Defense Service Medal
26 Korean Service Medal	27 Air Force Longevity Service Award	28 Armed Forces Reserve Medal
29 Philippine Defense Service Ribbon	30 Philippine Liberation Medal***	31 Philippine Independence Ribbon
32 Foreign Decorations (order in which earned)****	33 United Nations Service Medal	34 Foreign Service Awards (order in which earned)

*Air Force awards take precedence over similar awards from other services.

**Worn with black stripe to wearer's right. There is no method of distinguishing between German occupation and Japanese occupation.

***Worn with the blue stripe to the wearer's right.

****To be followed by Philippine and Korean Presidential Unit Citations.

Courses during Fiscal Year 1962. Reservists may initiate action for schooling by filling out section one of AF Form 1289 (Application for Active Duty Training).

Even though a Reservist has stated a desire to attend an Air Force technical school he must first weigh three important factors established by his unit and the Air Force. First, he must show cause for training; secondly, he must justify his need for training; and thirdly, funding must be available for him to complete the course. General qualifications for eligibility in all courses are outlined in the USAF Training Prospectus. Training courses are continually being updated to include current trends and policy changes which give the Reservist a chance to stay abreast with the very latest in Air Force developments.

AIR FORCE AND MARINE CORPS RESERVISTS teamed up in a summer encampment project for the first time when 7,000 Marine Reservists were airlifted to their training sites. The movement took place last month as nine Reserve troop carrier wings lent support to a Marine Corps mobilization feasibility test involving some 35,000 Marine Corps Reservists. One of the objectives of the exercise was to test the transportation capabilities of both military and commercial carriers under mobilization conditions.

The plan called for transporting the Marine Corps Reservists by bus, rail and airlift with the job being shared by Air Force, Navy, Marine and commercial carriers. Commercial resources were called upon to shuttle 35 per cent of the Marines while the Air Force Reserve airlifted 18 per cent. Navy and Marine facilities handled the remaining 47 per cent.

Under the first such Marine Corps Reserve mobilization feasibility test, the Reservists were first sent to the nearest Marine base for processing and on to their training stations for two weeks of active duty. On the East Coast, Camp Lejeune and Marine Corps Air Station at Cherry Point, both in North Carolina, were chosen as principal sites while California bases at Camp Pendleton, Twenty-Nine Palms and El Toro handled the major portion on the West Coast.

In all, Air Force Reserve troop carrier wings ferried Marine Reservists to training locations in 18 different states. The nine participating wings included the 94th, Hanscom Fld., Mass.; 349th, Hamilton AFB, Calif.; 403d, Selfridge AFB, Mich.; 433d, Kelly AFB, Tex.; 440th, General Billy Mitchell Fld., Wis.; 445th, Memphis, Tenn.; 452d, March AFB, Calif.; 459th, Andrews AFB, Md.; and 512th, Willow Grove, NAS, Pa. Except for the 445th TCW, which employs C-123s, all participating units utilized C-119 *Flying Boxcars* during the airlift.

THE RESERVE OFFICERS ASSOCIATION held its 35th annual convention June 21-23 at San Antonio, Texas. Heading the array of military leaders were Army Secretary Elvis Stahr; Lt. Gen. Truman H. Landon, USAF; Lt. Gen. Lewis B. Hershey USA; Maj. Gen. John Barclay, USA; and Maj. Gen. Harold R. Maddux, USAF. Also in attendance was Senator Howard Cannon of Nevada.

Lt. Gen. William E. Hall, commander of Continental Air Command, who retires from active military service this fall, was presented with ROA's *Minute Man Hall of Fame* award for his many contributions to national defense as an Air Force officer, and in particular, his services as one-time assistant chief of staff for Reserve Forces, USAF and CONAC commander. Illness prevented his accepting the award in person and Maj. Gen., Maddux, CONAC vice-commander, accepted in his behalf.

Elected to the ROA presidency was Rear Admiral John E. Harlin, USNR Los Altos, Calif., and a senior pilot with Trans World Airlines. Las Vegas, Nev., was chosen as the site for the 1962 convention, June 26-30.

Six ROA resolutions pertaining to the Air Force emerged from the convention. They were: To urge the continuance and increase of funds for development of advanced supersonic manned weapons systems, specifically the use of the B-70 and atomic powered aircraft; To support legislation to equalize the OGLA (Officer Grade Limitation Act) for an increase in field grade officers; To support 48 paid drills for Recovery units; To support increase of 5,000 drill pay spaces for the Air Force Reserve; To make active Reservists eligible to join aero clubs; To support a modern MATS air fleet.

Named as the *Outstanding Air Force Reserve Unit* was the 11th Aerial Port Squadron, McGuire AFB, N. J. Nominees for the ROA honor included the 758th TCSq., Gtr Pittsburgh MAP, Pa., 9976th ARSq., Pensacola, Fla. 622d USAF Hospital (Res), Fort Worth, Texas, 9641st ARSq., Decatur, Ill., and 302d Air Reserve Sq (Res), Luke AFB, Ariz. In an acknowledgement of the new Air Force Reserve Recovery Program, the 8301st Group, Worcester, Mass., was cited as outstanding in that category. Runner-up was the 8435th at Columbia, S. C.

MAJOR GENERAL O. K. NIESS, Surgeon General, USAF, has announced that 24 Medical Service Wings are programmed to team with the Air Force Reserve's Recovery and Base Support Unit program. The units are designed as decentralized medical elements which will be widely dispersed to avoid target areas and at the same time take full advantage of recruitment and training opportunities in more remote population areas. Each Medical Service Wing will consist of a headquarters unit, one 50-bed hospital, two 36-bed tactical hospitals, four disaster teams, and a 50-bed casualty staging unit with a total of 376 officers and airmen. Each wing has the inherent capability of caring for up to 500 patients.

Combat support is the paramount mission of the Medical Service Wing. It is designed to utilize vital Air Reserve Forces medical materiel and personnel to the fullest extent during the immediate as well as the extended post-attack phases. Elements of a Medical Service Wing will be able to operate with a high degree of field-level professional capability and also will be able to merge with the requirements of larger medical facilities.

NEW YORK ANG HAS ORGANIZED the 106th Consolidated Aircraft Maintenance Squadron at Floyd Bennett Field, Brooklyn with a complement of seven officers and 256 airmen. The unit will provide maintenance for 11 C-119s used by the 102d Aeromedical Transport Squadron... Basic trainee Stephen A. Michelson of the 106th Aeromedical Transport Group has been cited by the Air Training Command for outstanding academic achievements at the Medical Service School, Gunter AFB, Ala. A pharmacist when not in Air Guard uniform, Airman Michelson serves as a medical supply assistant.

TOP LEVEL PERSONNEL CHANGES saw the return to the Pentagon of Mr. Benjamin W. Fridge as the special assistant to the Secretary of the Air Force for Manpower and Reserve Forces. Mr. Fridge served as deputy for Reserve and ROTC Affairs, USAF, from 1957 to 1960. Maj. Gen. Chester E. McCarty, deputy for Air Force Reserve Affairs, USAF, is slated for re-assignment next month as vice CINC, United States Air Forces in Europe (USAFE). Lt. Gen. Walter C. Sweeney, Jr., commander of 8th Air Force (SAC) moves to Langley AFB, Va., to assume duties as commander of Tactical Air Command.

READ CHIEF OF STAFF'S LETTER page 2.

Much can be said for positive thinking—the Air Force Reserve Recovery Program may be cited as a good example. When the fourteen Recovery groups and squadrons began pilot operation in September 1960 there was a great deal of speculation as to how rapidly the Air Force Reserve could meet this new challenge. Events settled the matter when on June 7, 1961, Hq USAF announced that activation of 268 more Recovery units would begin on July 1, 1961—the program is still on schedule.

RECOVERY PROGRAM ON SCHEDULE

FORTY-SEVEN of these United States will see an innovation in our deterrent power when 75 Air Force Reserve recovery groups and 193 squadrons begin to build. The expansion will bring the total Recovery Force to 82 groups and 200 squadrons. Manned by Air Force Reservists, the Recovery units will provide refueling, minor maintenance, security and medical service for returning strike aircraft. Non-military airports may be used by these units as heavy damage can be expected at regular Air Force installations in the event of hostilities. The same tasks which would be necessary for Recovery could support dispersal operation that would minimize the damage which an attack might inflict on our forces. With sufficient warning to allow deployment of the force, the Air Force Reserve would be able to provide support at dispersal airfields.

With the announcement of the expanded program, Secretary of the Air Force Eugene M. Zuckert said: "Since the ability to absorb the first blow and then strike back with sufficient force to win is the heart of deterrence, these Reservists will have a vital role in this nation's air defense and offense."

... completes conversion.

Activation of the Recovery groups and squadrons will complete the conversion from the Air Reserve Centers. Manpower for the 40-man Recovery groups and their 150-man squadrons will come predominantly from Air Force Reservists currently

receiving training in the Centers. The Recovery groups will continue to provide training for individuals essential to Air Force wartime needs, but not required in the Recovery units.

... the pilot units.

The nine-month shake down period involved seven groups and seven squadrons, organized in September 1960. They are located at Des Moines, Iowa; Salt Lake City, Utah; Charleston, S.C.; Worcester, Mass.; Wyoming Valley, Pa.; Louisville, Ky.; and New Orleans, La. The experience gained from the formation and operation of these pilot units has influenced the location, size and training program of the new units. In planning for the new units, Hq USAF put Air Force requirements first. Careful consideration was given to the military advantages and disadvantages of every potential location for a recovery unit. The final selections were based on physical facilities, geographic locations and manning potential (see page 9 for planned locations of the new units).

... early success shown.

In the vanguard of pilot units was the 9000th Recovery Squadron, 8301st Recovery Group, Worcester, Mass. This New England organization demonstrated within a few months the potential of the Recovery Program in the Worcester area and aligned and mobilized local non-military resources and facilities on a preplanned basis. In its earliest stages, the Worcester unit proved that the minimal logistic support available from Air Force channels did not dampen the enthusiasm or effectiveness of the organization; on the contrary, the greater challenge enhanced troop morale.



Col. C. H. Moyer (pointer) briefs dignitaries during Des Moines, Ia., exercise. (l-r) Lt. Gen. W. E. Hall; Lt. Gov. W. Maaty; Lt. Col. L. K. Roberts; Edward Trapnell; Maj. Gen. H. R. Maddux, Brig. Gen. J. W. Richardson.

In the west, the 8636th Recovery Group, Salt Lake City, Utah, teamed up with the 733d Troop Carrier Squadron, Hill AFB, Utah, in a recovery exercise conducted at Wendover AFB. While at Wendover, officials of the Recovery group made compactibility tests of nearby Bonneville Salt Flats. They determined that during the dry months the vast area could accommodate practically any type of aircraft under emergency conditions.

... a more sophisticated exercise.

An ambitious Recovery exercise took place on June 3, 1961, just four days prior to the public announcement about the expanded Recovery Program. The event served as a preface to the announcement and heralded the first "recovery" of a Strategic Air Command combat aircraft by a Reserve Recovery unit.

OUR COVER depicts two of the "in-being" Recovery groups in action during recent tests:

(top photo) Air Force Reservists at Des Moines, Iowa, "recover" a SAC B-47 bomber during a copability exercise held in June.

(center photo) Reservists at Worcester, Mass., Recovery unit run a dress rehearsal with a civilian hospital at Gardner, Mass., as they bring simulated casualties in for treatment.

(bottom photo) The superintendent of the Worcester City Hospital checks out hospital floor plan with Civil Defense and Air Force Reserve Recovery specialists.



MSgt James E. Sullivan and Capt. Norman Loring of the Air Police section (Worcester, Mass., Recovery unit), preplan details for M-Day operations with Police Chief Michael Boyle.

Henry Szefflinski, Worcester FAA tower (supervises on-the-job training of Recovery specialists), and Richard Weeden at Worcester Municipal Airport.



The Des Moines (Iowa) Municipal Airport was the scene of the exercise. A large number of visitors and spectators watched the training activities of about 200 members of the 9600th Squadron (8569th Recovery Group, Des Moines).

... the exercise.

The six-jet SAC B-47, commanded by Major Melvin L. Summerland, landed at Des Moines MAP about 12:30 p.m. It *could* have been returning from a wartime mission. On this simulated mission, the bomber had suffered make-believe wounds and needed attention in a hurry. It made a low pass over the field and the pilot rocked the wings. This indicated that the plane was having trouble with its radio transmitter. The heavy plane's landing lights were switched on, indicating it had passed through a radioactive area and would need decontamination inspection of plane and crew. While all this was make-believe, the work of the Air Force Reservists was not.

Less than an hour after the plane landed, it had been given minor radio and engine repairs. The crew had been de-briefed and put in communication with its home base. The craft had been refueled and sent on its way again. It could return to its base to be launched again for another strike at any enemy. The home base in this instance was Forbes AFB, Topeka, Kansas.

... potential shown.

The Recovery unit, in addition to providing fuel and maintenance, was also capable of giving needed medical attention to the crew and decontaminating the plane and crew, if necessary. This was avoided to speed up the demonstration. Nevertheless, as part of the exercise, planes from the Iowa State Highway Patrol and Iowa Wing of the Civil Air Patrol took simulated radiological surveys of surrounding areas and made their communications facilities available for the demonstration.

... civilian assistance at hand.

Heavy equipment, such as front-end loaders, which could have been used to remove or tow an aircraft from a runway, was borrowed from civilian firms. The Des Moines Fire Department, Polk County Sheriff's Office, Police Department, Weather Bureau, Federal Aviation Agency, Iowa Air National Guard,

United Air Lines and other private firms in lending equipment to the Reservists made their planned contributions to the exercise.

... termed a success.

Lt. Col. Lynn K. Roberts, a psychiatrist and commander of the 9600th Recovery Squadron, and Capt. Robert L. Schultze, project officer, termed the demonstration a complete success. This view was shared by Pentagon and CONAC observers alike. Those who witnessed the exercise included: Lt. Gen. William E. Hall, CONAC commander and Maj. Gen. Harold R. Maddux, CONAC vice commander; Mr. William P. Wright, deputy for Reserve and ROTC Affairs and Mr. Edward R. Trapnell, special assistant for Public Affairs, Office of the Secretary of the Air Force; Brig. Gen. John W. Richardson, deputy commander, 5th AF Reserve Region; and Col. Russell Tarvin, director of the Information and Liaison Group, office of the assistant chief of staff for Reserve Forces, USAF. Civilian dignitaries in attendance were: Lt. Gov. William Mooty; Carl Pesch, State Safety Commissioner and Howard Reppert, former State Representative. Before an assembly of news men from New York, Chicago, Detroit, Kansas City, Mo., and Macon, Ga., Col. Clinton H. Moyer, commander of the 8569th Recovery Group, summed up the Recovery mission when he said: "The enemy must destroy targets that could destroy him. We provide a capability for dispersal and turnaround for combat craft that can destroy him."

"The Recovery mission assigned to the Air Force Reserve will be an important factor in our nation's ability to survive any surprise nuclear attack that may be launched upon us. By providing hundreds of skilled, ready units to operate in an emergency at civilian and inactive military airfields, Reservists will be contributing greatly to the Air Force's capability to recover, repair, and refuel its combat aircraft for further action against the aggressor.

"General Power, Commander-in-Chief of Strategic Air Command, recently emphasized this requirement. He said, 'From the standpoint of deterrence, the only military forces that count are those a potential aggressor thinks we will have left after he has subjected us to a surprise attack. As long as he is convinced that these residual forces will be strong enough to destroy his over-all capability to continue and win the war he has started, he will be strongly deterred from precipitating such a war.' Thus, the establishment of Air Force Recovery units becomes a vital and active part of our national deterrent strength and our hope of lasting peace."—Lt. Gen. William E. Hall, Commander, CONAC.

PLANNED RECOVERY UNITS ...

ALABAMA

Group—Birmingham. Squadrons—Marion County Apt, Hamilton; Huntsville MAP.

ARIZONA

Group—Luke AFB. Squadrons—Prescott MAP, County Apt, Yuma, Nogales IAP, Luke AFB Auxiliary, Winslow MAP.

KANSAS

Group—Little Rock. Squadrons—Stuttgart MAP, Rider Field, Pine Bluff or Memorial Field, Hot Springs.

CALIFORNIA

Groups—Los Angeles, Van Nuys, Long Beach, Lameda, Fresno, Sacramento (Mather AFB), Pasadena, San Diego, Mira Loma, San Jose, San Francisco. Squadrons—Santa Barbara Public Apt, Ventura County Apt, Sacramento MAP, Monterey, Long Beach MAP, Los Angeles IAP, Hughes Field, Culver City, Lindbergh Field, San Diego, Palm Springs, Metro-Oakland IAP, San Francisco MAP, Salinas MAP, Santa Rosa NAF, Chico MAP, Meadows Field, Bakersfield, Stockton, Visalia MAP or Lemoore Apt.

COLORADO

Group—Denver. Squadrons—Stapleton Field, Denver, Memorial Apt, Pueblo, La Junta MAP.

CONNECTICUT

Group—Hartford. Squadron—New Haven MAP.

DELAWARE

Squadron—New Castle County Apt.

FLORIDA

Groups—Miami, Jacksonville, Tampa. Squadrons—Vero Beach MAP, Tampa IAP, Miami IAP, Palm Beach IAP, Gainesville MAP, Deland MAP, St. Petersburg-Clearwater Apt, Drane Field, Lakeland, Jacksonville, Dale Mabry Field, Tallahassee.

GEORGIA

Group—Atlanta. Squadrons—Spence AB, Moultrie, Atlanta, Bush Field, Augusta, Valdosta MAP, Muscogee County Apt, Columbus.

IDAHO

Group—Boise. Squadrons—Pocatello MAP, Twin Falls MAP.

ILLINOIS

Group—O'Hare IAP, Chicago, Decatur. Squadrons—Midway Apt, Chicago, Quad City Apt, Moline, Greater Peoria Apt, Greater Rockford Apt, Decatur MAP or University of Illinois Apt, Champaign.

INDIANA

Groups—Indianapolis, Fort Wayne. Squadrons—Tier-Cook Field, Indianapolis, Dress Memorial Field, Evansville, St. Joseph County Apt, South Bend, Richmond MAP, Baer Field, Fort Wayne.

IOWA

Group—Des Moines. Squadrons—Sioux City IAP, Cedar Rapids MAP, Des Moines, Burlington IAP, Waterloo MAP, Mason City MAP, Ottumwa IAP.

KANSAS

Group—Wichita. Squadrons—Wichita MAP, Salina MAP, Great Bend MAP, Fairfax MAP, Kansas City.

KENTUCKY

Group—Louisville. Squadrons—Owensboro-Jess County Apt, Standiford Field, Louisville, Blue Grass Apt, Lexington.

LOUISIANA

Groups—Baton Rouge, New Orleans. Squadrons—Chennault AFB, Lake Charles, Ryan Field, Baton Rouge, Moisant IAP, New Orleans, Selman Field, Monroe.

MAINE

Group—Portland. Squadrons—Portland MAP, Sanford MAP, Millinocket MAP.

MARYLAND

Group—Baltimore. Squadrons—Friendship IAP, Baltimore, Hagerstown MAP.

MASSACHUSETTS

Groups—Boston, Springfield, Worcester. Squadrons—New Bedford MAP, Beverly MAP, Fitchburg MAP, Worcester MAP, Orange MAP.

MICHIGAN

Group—Selfridge AFB. Squadrons—Metropolitan-Wayne, Detroit, Willow Run Apt, Detroit, Tri-City Apt, Saginaw, Kent County Apt, Grand Rapids, Kellogg Field, Battle Creek, Bishop Field, Flint, Capital City Apt, Lansing, Traverse City MAP.

MINNESOTA

Group—Minneapolis-St. Paul IAP. Squadron—Rochester MAP.

MISSOURI

Groups—Kansas City, St. Louis. Squadrons—Springfield MAP, Joplin, Mid-Continent IAP, Kansas City, Lambert Field, St. Louis, Malden.

MISSISSIPPI

Group—Jackson. Squadrons—Hawkins Field, Jackson, Greenville AFB.

MONTANA

Squadrons—County-City Apt, Helena, Logan Field, Billings, Missoula County Apt.

NEBRASKA

Group—Omaha. Squadrons—Eppley Airfield, Omaha, Grand Island MAP, Kearney MAP.

NEVADA

Squadron—McCarran Field, Las Vegas.

NEW HAMPSHIRE

Squadron—Concord MAP.

NEW JERSEY

Group—Newark. Squadron—Newark.

NEW MEXICO

Group—Albuquerque. Squadrons—County Apt, Santa Fe, Las Cruces MAP.

NEW YORK

Groups—Syracuse, Albany, Buffalo, Rochester, New York City. Squadrons—Albany County Apt, Broome County Apt, Binghamton, Greater Buffalo IAP, Grumman Field, Calverton, Idlewild Apt, New York City, Mastic Flight Strip, Mastic, Monroe County Apt, Rochester, Oneida County Apt, Utica, Republic Aviation, Farmingdale, Watertown MAP, Westchester County Apt, White Plains.

NORTH CAROLINA

Groups—Raleigh, Charlotte. Squadrons—Smith-Reynolds Apt, Winston-Salem, Raleigh-Durham Apt, New Hanover County Apt, Wilmington, Laurinburg-Maxton Apt, Greensboro-High Point Apt.

NORTH DAKOTA

Squadrons—Jamestown MAP, Bismarck MAP.

OHIO

Groups—Cleveland, Columbus, Cincinnati, To-

ledo. Squadrons—Springfield MAP, Port Columbus Apt, Hopkins Field, Cleveland, Toledo Express Apt, Lunken Field, Cincinnati, Akron-Canton Apt.

OKLAHOMA

Groups—Oklahoma City, Tulsa. Squadrons—Tulsa MAP, Woodring Field, Enid, Ardmore MAP.

OREGON

Squadrons—Roberts Field, Redmond, McNary Field, Salem, Mahlon-Sweet Apt, Eugene, Pendleton MAP.

PENNSYLVANIA

Groups—New Cumberland, Philadelphia, Greater Pittsburgh, Coraopolis, Wyoming Valley. Squadrons—Allegheny County Apt, Pittsburgh, Cambria County Apt, Johnstown, York State Apt, Harrisburg, Wilkes-Barre-Scranton Apt, Blair County Apt, Altoona, Philadelphia IAP, Post Erie Apt, Erie, General Spaatz Field, Reading, Allentown-Bethlehem-Easton Apt.

RHODE ISLAND

Group—Providence. Squadron—Green Field, Providence.

SOUTH CAROLINA

Group—Columbia. Squadrons—Spartanburg MAP, Aiken MAP, Anderson MAP, Florence MAP, Columbia MAP or North Field.

SOUTH DAKOTA

Group—Aberdeen. Squadrons—Mitchell MAP, Watertown MAP.

TENNESSEE

Groups—Knoxville, Nashville. Squadrons—Berry Field, Nashville, McGhee-Tyson Apt, Knoxville, Lovell Field, Chattanooga.

TEXAS

Groups—San Antonio, Lubbock, Dallas, Austin, Fort Worth, Ellington AFB, Houston. Squadrons—Love Field, Dallas, Amon Carter Field, Fort Worth, Houston IAP, Gregg County MAP, Longview, Scholes Field, Galveston, Jefferson County Apt, Beaumont, Childress MAP, Victoria, Mathis Field, San Angelo, Mueller MAP, Austin, Lubbock MAP, Midland Air Terminal, Corpus Christi IAP, Bryan MAP, Majors Field, Greenville, Harlingen AFB.

UTAH

Group—Salt Lake City. Squadrons—Provo MAP, Salt Lake City.

VERMONT

Squadron—Rutland MAP.

VIRGINIA

Groups—Roanoke, Arlington, Norfolk. Squadrons—Washington National Apt, Arlington, Roanoke MAP, Byrd Field, Richmond, Dulles IAP, Chantilly, Danville MAP, Norfolk.

WASHINGTON

Groups—Spokane, Vancouver, Seattle. Squadrons—Boeing Field, Seattle, Seattle-Tacoma IAP, City-County Apt, Walla Walla, Olympia MAP.

WEST VIRGINIA

Group—Charleston. Squadrons—Kanawha County Apt, Charleston, Tri-State Apt, Huntington, Clarksburg MAP.

WISCONSIN

Group—Milwaukee. Squadrons—Rock County Apt, Janesville, Austin-Straubel Apt, Green Bay, La Crosse MAP, Alexander Apt, Wasau.

Q. I read an article relative to a 1,000-hour patch for CONAC personnel. I am unable to find a regulation or letter that deals with the subject. Can you help me?

A. CONAC Regulation 900-3, August 28, 1959 spells out the requirements for awarding the 1,000-hour lapel pin and certificate for C-119 flying time. A copy of this directive should be available at your unit of assignment. The regulation, however, is under consideration for a change to include a C-124 award.

Q. I have an opportunity to enlist in the Air National Guard in a grade higher than I now hold in the Air Force Reserve. I have been granted a conditional release by my unit commander. How will my transfer to the Air National Guard be effected?

A. If you enlist in the Air National Guard in a grade other than your present Air Force Reserve grade, you will be discharged from the Air Force Reserve one day prior to your enlistment rather than transferred.

AIR MAIL



Q. What is the motto of the Air Force Reserve? If there is one, how is it properly displayed in connection with the new insignia?

A. There is no motto or slogan for the Air Force Reserve. The only emblem of any kind is the official Air Force Reserve insignia which has received wide distribution. The regulation covering this insignia is CONAC Reg. 190-2.

Q. Please advise me as to where I may obtain the years or points creditable for retired pay in the Air Force Reserve and the proper mailing address.

A. The information you seek can be found on your personnel records located at the Air Reserve Records Center, 3800 York St., Denver 5, Colo. It is suggested that when you write be sure to include your serial number since their files use a numerical system.

Q. What is the deadline for submitting AF Form 806 (Election of Options Under the Uniformed Services Contingency Option Act)?

A. When you have completed 17 years total military (longevity) service you may submit your election of option, not to be confused with satisfactory service for retirement. However, AF Form 806 must be signed, witnessed and postmarked not later than midnight on the date you will have completed 18 years total military service.

aerospace

library



Reservists may obtain these books by mail order (at listed prices) from the Aerospace Book Club, 7801 Old Georgetown Road, Washington 74, D. C. The Club, established by the Air Force Association at the specific request of the Air Force, offers club members the opportunity to purchase certain of these and other aerospace books at substantial discounts. Reservists also may obtain recommended books at reduced rate from the Air University Book Department, Maxwell AFB, Ala.

This is the Air Force Academy, Mirian Talmadge and Iris Gilmore (Dodd, Mead, \$2.75). The "Cadet Way of Life" as seen through the eyes of a First Classman and a prospective cadet. A factual presentation with many photographs of the Academy itself and cadet activities.

Man Alive in Outer Space, Henry B. Lent (Macmillan \$3.00). The story of the USAF Aerospace Surgeon's work—to face, test, and solve the problems of manned space flight. A thorough, concisely written account, complemented by official USAF and NASA photographs, primarily for the 12-16 age group but comprehensive enough for the adult.

X-15 Diary, Richard Tregaskis (E. P. Dutton, \$4.95). A vivid and detailed chronicle of America's first spaceship, the X-15, and the program upon which it is based, written against a background of the experimental flight test programs, aircraft and events preceding the X-15. The vital part of the human element has played in the success of the X-15 is heavily underscored in reference to the pilots and engineers.

The Man Who Rode the Thunder, Lt. Col. William H. Rankin, USMC (Prentice-Hall, \$3.95). The dramatic recreation of Colonel Rankin's ejection from a flamed-out jet fighter and the subsequent ups-and-downs of a parachute trip within a thunderstorm. Treats his Marine Corps experiences prior to the thunderstorm episode.

Three Years Off This Earth, Col. Alexis Klotz, USAF (Doubleday, \$4.95). The adventurous autobiography of a pilot who started flying with the Air Corps in 1926, flew the night-mail, became a TWA captain, returned to active duty during World War II to fly MATS on world routes and became a personal pilot to high government dignitaries.

The Wild Blue: The Story of American Airpower, edited by John F. Loosbrook and Richard M. Skinner (Putnam \$5.95). An anthology of the best articles from 40 years of Air Force magazine. It tells the story of the USAF in the words of the men who have made its history, of the writers who have recorded the growth and development of military airpower from the beginning of flight to present. The most comprehensive and authoritative anthology of airpower published to date.

Human Factors in Jet and Space Travel, edited by S. I. Sells, Ph.D., and Lt. Col. Charles A. Berry, USAF (McGraw-Hill, \$12.00). A comprehensive text and sourcebook on the human-factor aspects of space travel. Deals with the aeromedical problems introduced by high speed and high altitude flight. Discusses the solutions to many of the knotty problems in space medicine and analyzes the areas in which further research is necessary with possible approaches to these future problems.

An historic military base, Chanute AFB, Illinois, now glistens with jet and missile know-how, and passes knowledge on to eager youths this summer in the first Air Force special space course ever devised for its junior civilian partner, Civil Air Patrol.

N American-reared Frenchman named Octave Chanute, at 72, prosed 57 years ago—after much bird catching and successful glider flying—that “flying machines would carry mails and reach inaccessible places.” He hardly visualized the sleek jets that come and go today, or the bullet-like *Atlas* or *Minuteman* Air Force missiles that bedeck the giant base named for him at Rantoul, dead center Illinois. Nor would he have dreamed that those people of the U.S. Air Force dedicated to his namesake training center would be teaching high school youngsters intricacies of astronautics in 1961.

For the first time, honor cadets of Civil Air Patrol will get a lead on air science-minded-age contemporaries at the new Space Age Orientation Course at the Chanute Technical Training Center for a week beginning August 20. This is a superb example of Air Force planning and coordination with its civilian junior partner organization which is dedicated to the aerospace education of America's youth—CAP member or not.

It is no small accomplishment to take the vast material on missile orientation that normally would comprise several weeks of training for Air Force officers, airmen, Reserve Forces and Air Force civilian employees, and shape it into one comprehensive, concentrated one-hour week.

True, this space age “premiere” for CAP cadets is something of an experiment. It is competing for cadet honor in the summer lineup of CAP special activities with the excitement of actual flight in the two jet courses being run simultaneously earlier in August at Perrin and Maxwell Air Force Bases. Another new course, by a civilian agency, the Federal Aviation Agency Orientation Course in air traffic, navigation and flight standards at FAA Aeronautical Center, Will Rogers Field, Okla.

There'll be no glamorous ride in a space capsule at Chanute, but the jets innate scientific curiosity—attested by the high school educational re-

quirements for their selection—will soar to knowledgeable heights when they confront such monsters as *Titan*, *Thor*, *Atlas*, *Minuteman*; when they are exposed by experts to the fundamentals of space astronautics, celestial mechanics and orbits.

Maj. Gen. Lloyd P. Hopwood, Chanute's commander, is scheduled to tell these young men something of what they face in the future of aerospace. Several hours have been set aside by the general for his personal instruction in the detailed, closely timed SAOC syllabus concocted by at least a dozen planners, programmers and technicians of the 3345th Technical School.

Spade work for establishing this space age course was done more than a year ago when Civil Air Patrol's administrator Brig. Gen. Stephen D. McElroy, USAF, envisioned the need for the civilian auxiliary to keep pace with the space age in its youth education program. With Air Force go-ahead, General McElroy's national liaison staff at Ellington AFB, Texas, pondered the question: Space orientation in a week? But with Chanute's staff culling time-consuming nonessentials, there evolved ATS 31000-A, an official Air Force

special course for CAP. Fifty-two young men, selected on the basis of one from each CAP wing, comprise the class. Included are five CAP senior members serving as escort-monitor-students.

The arena of learning will be primarily in the ballistic missile building, 68,000 square feet of brick and aluminum, where laboratories, mock-ups and engines in a bay area surround the class rooms. There are missile sites, too, and a new *Bomarc* building nearby. In the offing for future classes are expanded facilities for the *Minuteman*.

For the serious CAP students, mental gyrations are slated in the compressed studies of rocket fuels, U. S. space problems and other space subjects.

This one-time Army Signal Corp “field” that is now a modern technical jet and missile training center—which graduates 17,000 students annually—was established in 1910, seven years after Chanute, the civil engineer and flying pioneer died.

Just 52 more youngsters and their five seniors will be added to the alumni rolls this year when CAP's first space class graduates, but it is an added tribute, indeed, to the memory of a 19th century aviation visionary.

CIVIL
AIR
PATROL



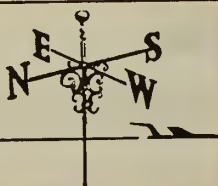
“We at Chanute Technical Training Center are proud to host the CAP Space Age Orientation Course starting August 21. I am sure that the cadets and their leaders will find their visit with us most informative and enjoyable. To insure the program's success, we are expending every effort to make this the most dynamic and worthwhile course possible, bearing in mind the vital importance of the CAP to the Air Force mission and civil well-being.”

Maj. Gen. Lloyd Pauahi Hopwood, USAF
Commander, Chanute Technical
Training Center

FLIGHT SAFETY AWARD — The 442d Troop Carrier Wing at Richards-Gebaur AFB, Mo., has won the Air Force Flight Safety Award for the second time in three years. During the last six months of 1960, the Wing compiled 4,500 flying hours without an accident. This included active participation in *Bright Star/Pine Cone III* exercises. By winning the two Air Force plaques the 442d was able to boost its total flying safety awards to more than 15 since 1956.

TEXAS GENEROSITY—Fourteen Westbury, Texas youngsters have been honored for their efforts in collecting funds for the future educational needs of the children of the late Capt. Gary Herod, Texas Air National Guard pilot. Herod was killed March 15 while guiding his disabled T-33A jet trainer away from the heavily populated Westbury addition. By giving up their leisure time to solicit funds from neighbors the youths were able to collect \$2,850. When Lt. Col. Robert H. Taylor, commander of the 147th Fighter Group (AD), and his officers and airmen learned of the gesture they invited the youths and their parents to Ellington AFB as their guests. Following a presentation of certificates, which made them honorary cadets in the Texas Air National Guard, the unit treated them to a special dinner and complete tour of ANG facilities.

CROSS COUNTRY



COMMUNITY NIGHT PROGRAM—The 9332d ARSq., Boston Air Reserve Center, hosted 240 guests during a special *Community Night* program which was designed to focus wider attention on the Air Force story. Fellow employees, state and federal officials, friends and neighbors, representing 45 communities, were in attendance. Lt. Col. Joseph F. Gordon, squadron commander, gave the project top priority soon after he assumed command in July 1960 and has been instrumental in the 9332d's outstanding speaker's bureau program. Since December 1960, a total of 38 lectures have been given to audiences totaling nearly 2,400. The squadron has been selected as the most outstanding Reserve unit of the 2609th (Boston) AResC and has been recommended for a national award.

CAPSULE RECOVERY TRAINING—In augmenting the Air Force space recovery program, 14 Reservists of the 734th TCW and 73d TCSq., have completed extensive training with the 6594th Recovery Control Group, Hickam AFB, Hawaii. They will train other crews at Bakalar AFB, Ind., and Scott AFB, Ill., their respective home bases.

Under the watchful eyes of the 6594th, these Reservists participated in four flights, attended eight hours of classroom study and worked with pole rigging and winch operation as part of their initial training. Among the first Reservists to complete this specialized training were Capt. Elbert E. Wade, Donald E. Johnson and Burl G. Campbell; TSgts Robert D. Coleman and Roland G. Bird; SSgts Neil J. Clark, Jr., and Roland A. Drake; A1Cs Neville C. Martin, Jim R. Bond, Russell D. Woolard and Edward J. Case of the 734th. Personnel of the 73d TCSq., were Capt. Jackie L. Vanhoorebeke, Dewie L. Henry and Gene W. Ellinghouse, and TSgt Hershell L. Rhodes. Reserve units will assume the capsule recovery role as an additional mission.

THE 328th TCSq., at Niagara Falls Municipal Airport recently staged a special *Bosses Day* open house. The purpose was to achieve a better understanding between Air Force Reservists and their civilian employers preceding August's summer encampment. An orientation on the Reserve program, inspection of facilities and aircraft, attendance at an aircrew briefing, flyover of unit aircraft and a luncheon highlighted the day long event . . . Air Force Reserve officer Major John P. Muhleisen, chief medical service, 637th USAF Hospital (Res), New Orleans, La., and Capt. Michael A. DiNunzio, M-Day medical administrative officer, USAF Hospital at Lowry AFB, Colo., have represented the Air Force at international medical conferences abroad. In April, Major Muhleisen was invited to present a paper at the International Congress at Gastroenterology at Leiden, Netherlands, while Capt. DiNunzio represented the Surgeon General, USAF at the International Hospital Congress at Venice, Italy, June . . . Kemper Military Academy cadets at Booneville, Missouri, recently made the long haul to Fort Bragg, N. C., home of the 82d Airborne Division, in a special airlift provided by the 442d TCW at Richards-Gebaur AFB, Mo. Three C-119s were used to ferry the group of more than 60 cadets on the flights which originated at Whiteman AFB, Mo.

General manager Roger W. Clipp of radio and television station WFIL in Willow Grove, Pa., has received the Air Force *Scroll of Appreciation* for his outstanding contribution in furthering the interests of the Air Force and creating a public understanding of aerospace power. Brig. Gen. John Bagby, commander of the 512th TCW made the award during Armed Forces Day activities at Willow Grove's Air Force Reserve Facility . . . Dr. Wilbur A. Smith, associate medical director of the Equitable Life Assurance Society, has pinned on brigadier general stars as commander of the 1,000-bed 635th USAF Reserve Hospital in New York City. General Smith is an authority on space medicine and has commanded the 635th since its inception in April 1957 . . . More C-124s for Reserve units have been announced by CONAC. Making the switch from C-119s are the 728th TCSq, March Air Force Base, Calif., and the 76th TCSq, Homestead AFB, Fla.

GUARD NOTES: Thirty-one F-84F pilots, representing Air National Guard tactical fighter units, took part in an evaluation symposium hosted by the 108th TFW of the New Jersey ANG at McGuire AFB during May. Following a one-day briefing, pilots wound up the symposium with simulated strafing and bombing attacks on area ranges. Jersey Air National Guard commander, Brig. Gen. Donald J. Strait, said the event was held to standardize and establish procedures among tactical fighter wings.

As the newest member of the 147th Fighter Group (AD), Texas Air National Guard at Ellington AFB, Airman Basic Edward A. Smith has the distinction of being the only airman in the history of Lackland AFB to post a perfect score on the small arms firing range. While undergoing basic training, he accomplished the remarkable feat by firing 60 consecutive bullseyes with his M-1 carbine for a score of 300 . . . Commuting regularly between Boston and New York City to attend monthly week-end training sessions has become a common occurrence for Capt. Dorothea Schmidt, a flight nurse assigned with the 102d Aeromedical Transport Squadron at Floyd Bennett Field, Brooklyn. A graduate of Boston University, she initially became interested in being a flight nurse through her brother Herbert, also an AF Reserve captain, who had served with the 106th ATC through its successive stages as a light bombardment and fighter interceptor unit. Conversion of the unit to aeromedical evacuation cost brother Herbert his job, but opened the door for her to take his place.



Pentagraphs

LIEUTENANT-CAPTAIN PROMOTIONS: Boards will convene at the Air Reserve Records Center on August 7-31, 1961 to consider approximately 1,000 eligible Reserve first lieutenants to the grade of captain, and on September 7-8, 1961, to consider approximately 600 eligible Reserve second lieutenants for promotion to first. Those considered for promotion to captain must hold a promotion service date on or before June 30, 1959, have a total years service date on or before June 30, 1956 and must have been in an active status for one year prior to the board's convening date. Those considered for promotion to first lieutenant must hold a promotion service date before July 1, 1959 and must be in an active status. Eligible officers in either group must submit communications under provisions of Section 8362, Title 10, U.S. Code, to the President, Reserve Officer Promotion Board, Air Reserve Records Center, 3800 York St., Denver 5, Colo. All communications must arrive sufficiently prior to the date the board convenes and should include a statement of intent as to willingness to be assigned to a reserve unit if one were available.

* * *

OVERSEAS SPENDING DOWN: USAF says that Air Force personnel overseas have responded enthusiastically to the program for increased personal savings and reduced expenditure for foreign goods. As of April 30 all Air Force commands overseas reported that more than \$19-million in appropriated funds and \$19-million in nonappropriated spending had been saved. The projected reduction for calendar year 1961 is more than \$81-million, combined appropriated and nonappropriated funds. The 1962 projection is even higher, and with a voluntary savings program an additional \$75-million to \$110-million annually will be added to the kitty.

* * *

SPECIAL FILMS: Air Force Film Library Center, 100 South Broadway, St. Louis 25, Missouri, has requested military and civilian groups to use Air Force serial numbers and titles to avoid delays in processing. Due to heavy demands for certain films, particularly on missiles and space, the film center has recommended that alternate dates and films be listed. Current film listings, all 16mm with sound, include Man in Flight (TF-1-371); Missile Safety at Vandenberg AFB (FP-645); Space Orbits (TF-1-5293); and Space Communications (TF-1-5296).

CADET FUTURES: Of the 217 cadets graduating from the 1961 class of the Air Force Academy, 180 will enter pilot training this summer. Fifteen former cadets are slated for navigator duty with operational units and one is scheduled for advanced navigation training. Nine of the new lieutenants have been accepted for graduate study in astronautics, propulsion, electrical, aeronautical, nuclear and civil engineering and will attend such well known institutions as Massachusetts Institute of Technology, California Institute of Technology, Princeton University, the University of Southern California, North Carolina State and the Air Force Institute of Technology at Wright-Patterson AFB, Ohio. Commissioned as second lieutenants in the Air Force were 213 of the cadets who received aerial navigator's wings and awarded the bachelor of science degree. Two of the graduates elected to enter the Marine Corps and two will be commissioned in the Army.

* * *

BASE CLOSING BILL: Senator Clifford Case (N.J.) has introduced a bill (S. 1892) that would direct the Secretary of Commerce to make studies of the economic effects of base deactivations in certain areas where there are substantial numbers of unemployed. In introducing the bill, the senator agreed with the Secretary of Defense that it was not in the national interest to continue obsolete installations, but said we should not fail to take into account economic effects on certain communities caused by base closings.

* * *

GUARD NOTE: The National Guard Bureau says that opportunities to qualify for appointment to the U.S. Military Academy at West Point, or the U.S. Air Force Academy, Colorado Springs, Colo., have never been better than at present. Qualifications are: Age 17-22, excellent physical condition; unmarried and not previously married; high moral character with no record of conviction by court martial or civil court; ability to meet scholastic standing, high school diploma with above average class standing; qualify for Reserve component appointment, at least one year's service by time of entrance into the academy. Appointment to either academy is open to either Air Guardsmen or Army Guardsmen. The application period has been extended to November 30 rather than June 30 of each year.



CHANGING AIR FORCE...

It is difficult to keep up with the changing Air Force and the events and concepts affecting the growth of aerospace power if you don't read *The Air Reservist*, the *Airman* and *Air Force/Space Digest*. These three magazines—the official magazine for members of the Air Reserve Forces, the official journal of the Air Force, and the magazine of the independent, nonprofit Air Force Association—are virtual necessities in keeping relatively current on Reserve affairs and basic aerospace developments. Additional Aerospace Age information, for those who can find time to read it, will be found in aviation, astronautics and missile periodicals and in *Air University Quarterly Review* and the *Airpower Historian*.



DUTIES OF AFSC...

"We in the Air Force Systems Command have been charged with an impressive list of responsibilities. We are charged with all phases of acquisition of new aerospace systems—from the earliest applied research to the final installation and checkout. In carrying out our responsibilities we will be spending over one third of the Air Force Budget—more than \$7-billion dollars a year.

"New responsibilities bring with them new opportunities. Ours is the job of building the Air Force of the future—the Air Force that will defend the United States in the years ahead. The military strength of the nation will depend, in large part, on how well we do our job. That strength may well help determine whether or not we have war. If we should be forced into war, that strength will determine whether this nation will prevail.

"A terrible and erroneous idea has developed in this country—that if there is a nuclear war, it will be the 'end of the world'. This is not true. There will be many casualties—many dead, many ill or injured. . . . But there will be survivors; with reasonable preparation and protection, the number of survivors can be greatly increased. A civilian population prepared and trained to protect itself, to organize and retaliate, is an effective instrument of national power. It may become more effective than any weapon of destruction."—Maj. Gen. O. K. Niess, USAF surgeon general

"One of our most important duties will be the vigorous pursuit of military development in space, a responsibility which has been given to the Air Force by the Secretary of Defense. In this area, as in other areas, we will work in close liaison with the Army, Navy and NASA on the projects that we are developing for those agencies."—Lt. Gen B. A. Schriever, cmdr., AF Systems Command.

LIMITED WAR...

The Air Force approach to meeting its responsibility of providing forces for conflicts other than general war has been explained during the past few months by Secretary Zuckert and General White. "Air Force resources," says General White, "must contribute to a total military posture which can be of

LOCAL WAR...

Charles J. Hitch, assistant Secretary of Defense (Comptroller) told a gathering in New York about recently announced Communist plans for world domination and of our defense preparations. He said:

- If we are to continue to deter Mr. Khrushchev calls "local wars", we must also develop, in cooperation with our allies and friends abroad, the force capable of responding promptly to such aggressions anywhere in the world, and in more than one place at the same time. The ability to respond promptly in sufficient strength offers the best hope of confining such wars and preventing them from spreading out into larger conflicts.

Non-Nuclear Weapons

- We hope to achieve this objective by continuing to help other Free World nations to defend themselves and by improving the equipment, training, readiness, and mobility of our own limited war forces. Here again the President has already taken action to increase significantly the production and development of modern non-nuclear weapons, equipment, and ammunition to expand our modern long range air lift; to raise the materiel readiness of the fleet; and to provide for additional realistic training exercises to assure readiness of our tactical forces for rapid deployment in times of crisis.

Nuclear Capabilities

- These forces will also continue to maintain their nuclear capabilities. We cannot preclude the use of tactical nuclear weapons even in situations short of a general war, but we do want to ensure that the decision to employ them in a limited conflict is not forced upon us simply because we have no alternative.

Prevailability In All-Out War

- But all our preparations for limited and sublimated wars would be of little avail if we did not have an effective deterrent to all-out nuclear war, the most deadly danger of all. Therefore, a central objective of our military po-

maximum service under a wide range of circumstances. . . ." "The gamut of hostile courses open to the enemies of freedom is a broad one," says Secretary Zuckert. And he adds that "deterrent effectiveness is the pay-off of forces designed to win wars, whatever their nature and scale."

"Within its total resources," General White said recently, "the Air Force clearly recognizes the need for capabilities to meet the broad spectrum of possible armed conflict. Included in this effort must be combat and support elements particularly adaptable to counter limited war aggression."

General White described these combat and support elements in a statement on "military posture of the Air Force" to the Senate Committee on Armed Services on April 11, 1961. These must be considered in the context of the overall capability of the Air Force and other Free World military forces.

must be the maintenance of such a deterrent; that is, we must have strategic striking forces which are clearly capable of prevailing over an enemy's forces under any and all circumstances.

War-Fighting Capability

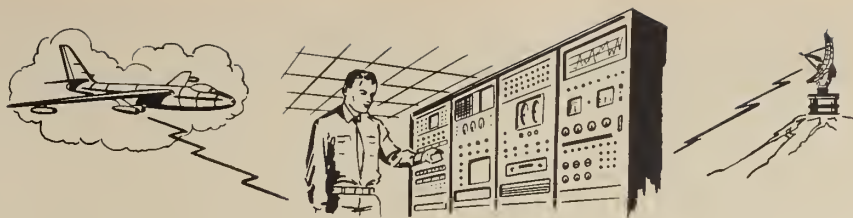
This means our strategic forces must be able to survive even a massive nuclear surprise attack; they must be able to carry deterrence beyond the first exchange if by any chance they fail to deter the first attack; and they must be subject at all times to the deliberate, positive coordination and control of the constituted authorities.

AEROSPACE CONTROL

How will the aerospace commander control his forces? What are some of the tools and devices available to him?

SperryScope, Maj. Gen. Clyde H. Mitchell, commander, DCS/Materiel, Air Force Systems Command, writes about a commander in the future aerospace force:

He will operate from the command console in a giant Combat Operations Center, buried deep underground. He will study "live," three-dimensional projections of the *battlespace*. He will peer at towering tote boards that will show him at a glance the up-to-the-second status of weapons and forces throughout the world. At his finger tips will be pushbutton controls that can tap into libraries of electronically stored data into insatiable computers for analysis and display. Other controls can switch in communications networks that will transmit to weapons and forces on the ground and in the air instructions by voice, teletype, or digital word groups.



- Feeding data into the major Combat Operations Centers will be ground radars, able to look deep into enemy territory; electromagnetic listening posts for eavesdropping on enemy communications; and satellites orbiting in space, with various sensors to see and feel what is going on below. The data from these sources will be automatically screened and digitalized on the spot, then sped over global communications networks to theater operations and control centers for correlation and analysis.

- These new equipments and devices and their associated operational techniques, products of the emerging "second generation" of scientific development, have been identified recently in the Air Force with the term Command and Control. Spanning continents and even oceans, with key installations often tucked away in remote corners of the globe, Command and Control Systems serve as extensions of the commander's mental and communicative ability.

BASIC DIFFERENCES...

In the President's report on his European talks, delivered by radio and television on June 6, he pointed to some basic differences in Communist and Free World concepts.

On Semantics

He said: "the facts of the matter are that the Soviets and ourselves give

wholly different meanings to the same words—war, peace, democracy, and popular will." He continued:

"We have wholly different views of right and wrong, of what is an internal affair and what is aggression, and, above all, we have wholly different concepts of where the world is and where it is going . . .

"We believe in a system of national freedom and independence. He [Khrushchev] believes in an expanding and dynamic concept of world communism, and the question was whether these two systems can ever hope to live in peace without permitting any loss of security or any denial of freedom of our friends. However difficult it may seem to answer this question in the affirmative as we approach so many harsh tests, I think we owe it to all mankind to make every possible effort . . .

On Berlin

"I made it clear to Mr. Khrushchev that the security of Western Europe and therefore our own security are deeply involved in our presence and our access rights to West Berlin, that those rights are based on law and not on sufferance, and that we are determined to maintain those rights at any risk, and thus meet our obligation to the people of West Berlin, and their right to choose their own future."

AEROSPACE RAPPORT...

"The National Aeronautics and Space Administration and the Air Force have the principal assignments in the Nation's space program. Our efforts are complementary, not competitive. Together, we are building the technological foundation of the rapidly advancing space age."—Secretary of the Air Force Zuckert . . . "The fact that man has reached space may make it necessary for us to defend ourselves against attack from space. Our military interest in space stems from the fact that it is a medium in which a potential enemy may perform many military missions better than on land, on the seas, or in the atmosphere. It promises to be the realm in which freedom to operate will have decisive significance for the future of this Nation—indeed, for the future of free men everywhere."—Lt. Gen. B. A. Schriever, commander, AFSC.



DETERRENCE

"The primary objective of our military effort should be to try to deter aggression and prevent war. In my considered opinion, the most promising way of deterring aggression is through a credible capability to win any war that may be forced upon us. Historically, wars can be won only by defeating the enemy's military forces and destroying his capacity for waging war.

"But, from the standpoint of deterrence, the only military forces that count are those a potential aggressor thinks we will have left after he has subjected us to a surprise attack. As long as he is convinced that these residual forces will be strong enough to destroy his overall capability to continue and win the war he has started, he will be strongly deterred from precipitating such a war."—General Thomas S. Powers, Commander, Strategic Air Command.

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No. 30H 7-61: 403,342

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Sgts. Neil Clark and Ronald Bird provide the props as Brig. Gen. John O. Brodshow, 734th TCW commander at Bakolor AFB, explains the unit's mission to Indiana Exchange Club president Russ Willsey. Lt. Col. Thomas C. Middleton (r) listens in as special heavy-drop parachutes are discussed.



Air Force doctors Copt. William L. Webb and Major Tiffany J. Williams, Reservists with the 628th USAF Hospital in Baltimore, examine Miss Rafter, a registered nurse at University Hospital and volunteer who spent seven days alone in a fallout shelter under simulated nuclear conditions.

Reserve Camera



At Air Reserve Records Center, Denver, Maj. M. J. Becker gets inside tips on movie script from Reid Ray as cameraman Howard Cress looks on during shooting of RCA's new color film "Space Age Administration." Story of the technical training film is ARRC's RCA 501 computer system operation.



Reservists of Flight C, 9857th ARS, St. Augustine, Fla., toured the Jacksonville traffic control center. Watching air controller H. Sommons plot the course for an incoming aircraft are (l-r) Majors F. Woad, F. Rogers, MSgt Richard Bertke, and Lt. Cols. J. Alexander, A. LeVon and J. Pound.



Air and Army National Guard groups from New Jersey and New York teamed up with civil defense agencies in the Garden State to carry out Operation "Concros II," a simulated mass collision of vehicles in a military convoy. Victims were "treated" and tagged for air evacuation by Guardsmen.

7405

Reference

AUGUST 1961

AIR RESERVIST

OFFICIAL MAGAZINE OF
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"Quote..."

"The Air Reserve Forces provide the depth and staying power which are indispensable to the conduct of extended air operations. The recent transfer of the training and inspection responsibilities to Tactical Air Command for a major portion of the Air National Guard and Air Reserve Wings is a welcome and needed addition to the nation's tactical air arm. As a part of your normal training requirement we will continue to expand the role of the Reserve Forces in meeting operational commitments placed on this command. Unquestionably this is the most realistic and economical training you can receive. These steps should further increase your effectiveness and consequently afford a greater return on the nation's investment to you, our TACTICAL AIR RESERVES."

GENERAL F. F. EVEREST
Commander, Tactical Air Command

THE AIR RESERVIST

OFFICIAL MAGAZINE OF
THE AIR RESERVE FORCES

Vol. XIII—No. 7

AUGUST 1961

AIR FORCE RESERVE AIR NATIONAL GUARD
CIVIL AIR PATROL

General Curtis E. LeMay
Chief of Staff, United States Air Force

Maj. Gen. Robert E. L. Eaton
Ass't Chief of Staff Reserve Forces, USAF

EDITOR
Fred E. Giachino

ASSOCIATE EDITOR STAFF WRITER
Earl E. Lane MSgt. Paul E. Collins

SPECIAL EDITION ASS'T. EDITOR
Capt. Don Millard, TAC

The Air Reservist is an official publication of HQ USAF approved by the Secretary of the Air Force in accordance with Section 278, Title 10, U.S. Code. This section requires the dissemination of complete and up-to-date information of interest to the Air Reserve Forces.

Editorial Office: The Air Reservist
P.O. Box 423, Bolling AFB, Washington 25, D. C.

The material contained in The Air Reservist is listed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by Hq. USAF.

... PEOPLE

(Key figures in conducting Exercise "Swift Strike" in the Carolinas, August 6)

MAJ. GEN. CHARLES DUBOIS, chief of staff, Missouri Air National Guard, will serve as Deputy Air Component Commander of *Swift Strike*. Gen. Dubois has been active as a Regular Reservist and Air Guardsman since March 1941 when he entered military service as an aviation cadet. Gen. Dubois later became a WWII Ace with five enemy aircraft destroyed and two probables to his credit while flying 87 combat missions in the P-40 and P-51 aircraft. Among his outstanding awards and decorations he earned in Pacific action were the *Silver Star*, *Distinguished Flying Cross* and the *Air Medal*. He returned to active duty during the Korean Conflict as commander of the 131st Fighter Wing, a unit he originally helped organize in 1946 when it was known as the 71st Fighter Wing. In February 1960, he assumed his present duty with the Missouri Air National Guard.



BRIG. GEN. FRANK A. BAILEY, chief of staff, Arkansas Air National Guard, will be the commander of Tactical Air Force during *Swift Strike*. Gen. Bailey, a combat pilot, also serves as Base Detachment Commander, Adams Field, in Little Rock. In 1940 Gen. Bailey first joined the 20th Coast Artillery (AA) of the Arkansas Air National Guard. In October 1941 he received his commission as a second lieutenant and the wings of a pilot. From 1941 to 1945 he performed duties as a pilot instructor with Air Training Command and returned to the Arkansas Air National Guard and the 154th Fighter Squadron in January 1946.

BRIG. GEN. JOHN S. BAGBY, commander of the 512th Troop Carrier Wing (Res) at Willow Grove Naval Air Station, Pa., will command all troop carrier Air Force units during *Swift Strike*. Gen. Bagby entered military service in July 1940 as a flying cadet. In September 1943, he was among the first pilots to enter combat training in the B-29 heavy bomber groups. As squadron commander of the 462d Bomb Group, he flew 28 missions in the air offensive against Japan from bases in China, India, and Tinian. A command pilot, he wears the *Distinguished Flying Cross* and the *Air Medal* with three *Oak Leaf Clusters*. Through Gen. Bagby's leadership, the 512th has today become one of the top troop carrier wings in the country. The unit has grown from 250 to 1,000 men and has won many citations for its outstanding safety program. Active in Reserve Officers Association, Gen. Bagby is president of his Pennsylvania organization.



SMSGT. WILLIAM A. WILSON is one of the many high calibre citizen-air type participating in *Swift Strike*. An Air Force Technician on the materiel staff of the 10th Fighter Group (AD), Bradley Field, Windsor Locks, Conn., he will serve with the Air Force Logistics Section. A member of the Connecticut Air National Guard since 1949, Sgt. Wilson has completed more than 15 years as an Air Guardsman and USAF Regular. During the Korean Conflict he was assigned to the Eastern Air Defense Force at Su County AFB, New York.



DEPARTMENT OF THE AIR FORCE
OFFICE OF THE CHIEF OF STAFF
UNITED STATES AIR FORCE
WASHINGTON, D. C.

Dear Reservist

You hear a great deal these days about "limited" war. Air superiority and air transport are vital to success in a so-called limited war. So I want to make sure that you understand what the Air Force means when it refers to this kind of conflict.

The first thing to understand about "limited" war is that there is no guarantee that it would remain limited in any or all of its aspects. In other words, if both sides were set on winning all their objectives, the war might expand rapidly in size and intensity.

Another thing to understand is that a "limited" war would be only one form of action within what the Communists call "the protracted conflict." Constant Communist pressure against the Free World can range from aggressive actions in cold war, all the way up the scale of various forms of non-military and military conflict, to general war.

The Air Force is prepared to assist in countering aggression in any form the conflict may take. And our capability and resolution to prevail in a general war would have a definite effect on how far an aggressor would want to push a so-called limited war. We are constantly improving our capability across the board. In doing so, we take into account the absolutely essential contributions to Free World strength that can be made by other forces and other free nations.

Combat and support elements of the Air Force Reserves and Air National Guard must be ready for assignments in any kind of military conflict. I will watch closely their participation this month in Exercise Swift Strike. I expect them to demonstrate again their full readiness and highest professional capability to round out our active forces whenever they are called.

Sincerely

Curtis E. LeMay
CURTIS E. LeMAY
General, USAF
Chief of Staff



SURVIVAL TRAINING

Flight crews from both the Regular and Reserve Forces struggle with life rafts and other key survival equipment at water's edge of Langley Air Force Base to commence a joint survival training course held regularly at Langley, home of Tactical Air Command Headquarters. This joint training reflects the "new look" among the Air Reserve Forces training with units of the TACTICAL AIR COMMAND and other major commands within the Regular Air Force. Future plans from TAC call for more and more training of units as well as individuals in joint collaboration with regularly held courses within the Command and in training exercises held either unilaterally or in joint affiliation with other services.

... PLANS & POLICY

MEDICAL RESERVE UNITS from Illinois and California will participate in Exercise *Swift Strike*, Brig. Gen. John R. Copenhaver, Surgeon, Tactical Air Command announced. Reserve units designated by General Copenhaver are the 52d Casualty Staging Group, Scott AFB, Illinois, and the 42d Casualty Staging Squadron, San Diego, California. TAC officials stated that the Reserve medical units will gain valuable experience from this exercise in providing for the receiving, sheltering, processing and professional care of casualties during the medical evacuation phases of *Swift Strike*.

The 1st Aeromedical Evacuation Group, Pope AFB, North Carolina is the TAC advisory unit for the Reserve medical organizations. Senior officers from this organization assisted the Joint Exercise Planning Group (Army and Air Force) located at Fort McPherson, Georgia in integrating the casualty staging units into the exercise play.

THE FIRST TAC POLICY COMMITTEE MEETING for the Air Reserve Forces is now underway at Hq, Tactical Air Command, Langley AFB, Virginia. The meeting was opened on August 3, 1961, and is the first since TAC assumed direct training and inspection of its Reserve units.

PHASED CONCEPT—SWIFT STRIKE

Phase	Dates	Activity
I	6-7 Aug	Deployment of units to departure airfields by vehicles and/or aircraft.
II	8-9 Aug	Airborne assault by 82d Airborne Division on areas in simulated overseas country. Drop will be opposed by elements of Aggressor satellite forces.
	10 Aug	Administrative Break—To set stage for 101st Airborne drops.
III	11-12 Aug	Drop of 101st between 82d and US Forces. Partisan activity against 101st.
	13 Aug	Administrative Break—To set stage for 82d attack on 101st.
IV	14-15 Aug	Attack of 82d and withdrawal of 101st across Pee Dee River. Partisan activity against 101st.
	16 Aug	Administrative Break—To set stage for 101st counter-attack on 82d.
V	17-18 Aug	Attack of 101st—partial withdrawal of 82d.
VI	19-20 Aug	Critique and redeployment of units.

The committee is composed of six members each from the Air National Guard, Air Force Reserve and USAF. Leading the Air National Guard contingent this year is Brig. Gen. Donald J. Strait of the 108th Tactical Fighter Wing, New Jersey ANG. Chairman of the Air Force Reserve membership is Maj. Gen. John H. Foster, AFRes, headquarters, 12AF, Waco, Texas. The USAF group is lead by Brig. Gen. Frederic C. Gray, assistant deputy for Operations, Tactical Air Command.

The mission of the committee is to solicit comments, suggestions and recommendations on policies and regulations affecting Reserve units and their personnel. In addition they initiate and develop new material. Items which the committee deems appropriate to the Air Reserve Program are forwarded to the Air Reserve Forces Policy Committee at Headquarters USAF through the assistant chief of staff for Reserve Forces.

ADVANCED COMBAT FLYING and instructor courses at Tactical Air Command schools have been allotted additional spaces. The Schools at Nellis and Luke Air Force Bases are offering training in T-33, F-84F, F-86 and F-100C/F type aircraft. A total of five spaces in the USAF Fighter Weapons Instructor Course Number 111505B at Nellis AFB, Nevada, are open to Air Guard pilots during fiscal year 1962 alone. One ANG entry each is authorized in classes commencing October 10, 1961, January 2 and March 19, 1962, and two entries in the class starting May 23, 1962. Graduates of this eleven week course will be qualified as instructors in all phases of tactical fighter weapons employment. Also offered at Nellis AFB is course number 111105B a twelve-week course designed to qualify pilots as operationally ready in F-100 type aircraft.

At Luke AFB, near Phoenix, Arizona, qualified Air Guardsmen can apply for training Course Number 111101B. Requiring 108 training days, this course trains pilots in the combat fundamentals of operating F-100 aircraft. Other courses open to Air Guardsmen at Luke are 111103A and 111104A, USAF Advanced Flying School Fighter courses using T-33/F-84F and T-33/F-86F aircraft respectively. These 58 training-day-courses are designed to qualify pilots as crew members in the operation of jet fighter aircraft.

All applications must be made through the candidates parent unit. TAC officials indicated that as newer aircraft are programed into the Air Guard additional courses will be made available to pilots.

see PLANS & POLICY page 6

TAC'S

CASF

...DENIES ANY SUDDEN ATTACKER THAT REASONABLE CHANCE OF SUCCESS

The U. S. Tactical Air Command has provided the Free World with a dramatic and potent answer to the acute problem of "local wars". The Composite Air Strike Force, or CASF, as it is popularly called, is a proven weapon in our arsenal for defense.

Organized and developed during the past five years by TAC, the Composite Air Strike Force is ready to go anywhere in the world on a moment's notice. Within minutes of the ringing of TAC's ever-manned alert circuit, powerful air elements are in motion. The CASF normally includes squadrons of tactical fighters, reconnaissance units (supersonic jets with photo, weather, and electronic intelligence gathering capability), scores of aerial tankers plus an ocean-spanning fleet of troop carrier transports with combat personnel and sufficient supplies and equipment to sustain the CASF for 30 days.

The CASF arrives combat ready. It can immediately perform any type of mission from a leaflet drop to a nuclear attack. Dozens of single delivery vehicles are equipped to carry any selected armament, including 20mm cannon, high explosive bombs, napalm, guided and unguided rockets and nuclear weapons. Thus, the CASF commander has at his disposal the precise weapon for the required mission.

Twice the U.S. has called upon the CASF during moments of world crisis. First, the Middle East when the Iraq/Lebanon

situation threatened. In less than a single day from the Presidential go-ahead tactical fighters had moved from scattered points in the U.S. to airfields in the Middle East and were standing by, armed and refueled, awaiting orders. The prompt arrival of this potent force was generally credited with stabilizing the situation in the turbulent Middle East.

Five weeks later, it was Taiwan. With the Middle East CASF still in place, another TAC CASF raced across the Pacific. The sudden appearance of numerous "Century Series" fighters armed with Sidewinders brought a quick pause to the aggressive plans of the Chinese Communists. The CASF, scattered throughout Taiwan, the Philippines and Okinawa, was too dispersed to be crippled in a single blow. This sudden and powerful addition to our air power in the Pacific made any challenge for air supremacy over Taiwan waters an obviously dangerous undertaking. The CASF was properly credited with another "save".

Does TAC think it can win a local war with a CASF? No, of course not. The CASF offers the means to place a strong, versatile and self-sufficient combat element in a remote place in minimum time. It can begin immediate offensive operations in conjunction with local or U.S. military units, or defend the area until they arrive.

CASF is a proven deterrent to local wars. One TAC general summarized the philosophy behind the CASF, stating "They won't fight if they can't win". CASF is the element that denies any sudden attacker that "reasonable chance" of success.



PRE-PACKAGED FORCE

A KB-50 aerial "gas station," the backbone of TAC's CASF, pours precious fuel into hungry jets on a recent overseas deployment. KB-50's and tactical jet fighters and reconnaissance aircraft such as these give TAC its highly mobile, fast reaction capability for instant deployment anywhere in the world.

MSGT RONALD B. McDONALD, sergeant major of the 9076th Air Reserve Group at Los Angeles, Calif., has been chosen as the "outstanding Air Force Reserve airman" for 1961. McDonald will be honored along with 19 other outstanding airmen at the Air Force Association Convention in Philadelphia, September 20-24. Early in April he was named California's "Man of the Year" at the State AFA Convention in Las Vegas on the basis of his contributions to airpower in 1960-61. During the past year, he has participated in many civic functions in the greater Los Angeles area as a guest speaker on the aerospace age, the Air Force's defense position and the importance of a strong Ready Reserve.

CONAC also chose the 445th Troop Carrier Wing at Dobbins AFB, Ga., as the outstanding USAF Reserve flying wing. Air Force Reserve Region selections for the honor of top airman award included MSgt Rosaline Levenson (1st AFRR); SMSgt Wilbur C. McMurray (2d AFRR); MSgt Milton B. McKall (3d AFRR); TSgt Edgar E. Bean (4th AFRR); and TSgt Leonard E. Salmans (5th AFRR). MSgt Carl L. Bowen, Hq CAP, Ellington AFB, Texas will represent CONAC active duty airmen at the AFA Convention.



■ PLANS & POLICY from page 4

FIFTY CHAPLAINS and forty-three airmen assistants are assigned to the twenty-eight Air Force Reserve and Air National Guard units in TAC as against authorizations for 70 chaplains and 70 airmen within the Tactical Air Command.

The command Chaplain's Office at Hq TAC, headed by Colonel (Chaplain) R. L. Blaisdell has initiated an aggressive staff visit and inspection system among the Reserve units designed to bring the Reserve chaplain sections up to operational and mobilizational readiness. Emphasis is being placed on well-rounded on-the-job training for both chaplains and their assistants. In the area of training, a 302 question professional chaplain's examination has been developed and will be administered to all Reserve chaplains during 1961. This examination is especially designed to orient Reserve chaplains with all phases of the chaplain program. Reserve chaplains perform essentially the same functions for their units as active duty chaplains, including worship and pastoral activities, religious and moral education, counselling, humanitarian services, public relations, cultural leadership as well as the administrative duties related to the chaplain program.

forces and united commands.

The Air Ground Operations School was established in 1951 and has been operated by Tactical Air Command for the Air Force since that time. Although under Air Force jurisdiction it is actually a joint school and has both USAF and Army officers making up the teaching staff with assistance of liaison officers from the Navy and Marine Corps.

A TACTICAL EVALUATION SYMPOSIUM conducted by the Director Tactical Evaluation, Headquarters, TAC, was held recently for members of the Air National Guard units from New Jersey, Virginia, Ohio, Indiana, Illinois, and Missouri. The 108th TFW of the New Jersey ANG hosted the five-day session of classroom and flying operations at McGuire AFB.

The primary objective of the meeting was to acquaint senior officers of the ANG units with the new TACM 60-1 which established grading criteria to be used by tactical evaluation personnel from Hq TAC and by the members of TAC EVAL Sections within TAC units. Two days of classroom activity were used to cover the basic philosophy and details of conducting a tactical evaluation check. This was

READ CHIEF OF STAFF'S LETTER page 3.

THE USAF AIR GROUND OPERATIONS SCHOOL, Keesler AFB, Miss., will train ANG officers from tactical fighter wings during FY 62. Training will consist of the concepts, doctrines, tactics, techniques and procedures of joint air-ground operations. Thirty spaces have been reserved for Air Guardsmen in the Combat Operations Specialist Course offered six times between September 61 and June of 62. This course is for training operations officers, communications officers, intelligence officers and forward air controllers to perform special functions in the tactical air control system. Fourteen spaces have been allotted to senior guard officers in the Combat Operations Course offered eight times during the year. The course provides training for commanders and key staff officers to occupy similar positions in joint task

followed by two days of flying in which 115 scheduled sorties were flown. All flying was in ANG F-84Fs and the missions were divided among air-to-ground gunnery, conventional dive bombing, skip bombing, and LABS. The missions were scheduled as TAC EVAL checks with one pilot acting as the victim and the other as the chase pilot examiner.

Recording the evaluation material while chasing another aircraft in air-to-ground gunnery patterns proved to be a very real problem and indicated that a simplified form for recording grades was needed. However, all hands agreed that this problem would be greatly simplified in a dual control fighter. In examining the various aspects of the tactical evaluation program, it was borne out that organization itself is an area where attention must be directed. It is extremely difficult for a check pilot to make a completely objective evaluation if he is assigned to the particular squadron in which he is conducting checks. Therefore, if proper results are to be obtained, the TAC EVAL Section must be created at wing level with responsibility only to the commander.

THERE WILL BE NO SEPTEMBER ISSUE of the AIR RESERVIST. The next AIR RESERVIST will be a combined September-October issue expected off the press the first week in October.

DRILL PAY STATUS

The Defense Department is standing firm on its decision to pay USAF Reserve "recoverymen" for 24 drills annually although they perform 48 drills. Air Force says it has protested the "half pay" order several times but to date has been unsuccessful.

TAC RESPONSIBILITY TO THE RESERVE FORCES

by MAJ. GEN. STANLEY J. DONOVAN
D/OPS TAC

In today's environment of sophisticated aerospace weapon systems and fantastic war-making potentials, this nation cannot afford to look at past history for methods of bolstering its military might. The one certainty about future conflicts, whether general or limited war, is that there will be no time to mobilize and train. Consequently, there is a new sense of urgency and a need to be ready to fight at any moment not only in the Regular establishment, but also in the Air Reserve Forces.

There is also an important quality consideration. It is major because there will not be time for training, for upgrading, and for re-equipping. If we fight now, we fight with today's men and today's aircraft. Most important, we fight with available Regular and Reserve units in their present state of training, with their present combat readiness. Consequently, our M-Day Air Reserve Forces must be prepared to respond with a minimum reaction time.

Since the end of Korea there has been a vast change in our outlook and an important adjustment in our policies. Our nation has adopted a policy of collective military security with its initial expression in the NATO Pact of 1949. In this context, tactical air power undoubtedly has urgent tasks to perform. No thinking person can deny the necessity for maintaining a vigorous aerospace deterrent for only against the background of a powerful deterrent force of Strategic Air Command are we able to operate with any degree of effectiveness in a limited war situation. In NORAD we must obviously sustain an acceptable level of air defense.

There remain at least three tasks that are vital to our national interests: The first of these is to be able to defend our Allies and help them defend themselves. The second is our moral responsibility to protect neutral nations, even those with whom we are not bound by any formal treaty arrangement. Thirdly, there is the need to be able to counter, with appropriate military and political measures, all types and degrees of Soviet inspired aggression. Our tactical air forces have important tasks in all of these roles. These are the types of operations with political and military implications that TAC is preparing its units and Reserve forces to perform.

The fundamental task of the Tactical Air Command is to provide combat-ready air power, geared for fast reaction, highly mobile, and tailored either to augment theater forces, or to deploy to meet the limited war threat on a world-wide basis. The Reserve forces which will be assigned to TAC in the event of an outbreak of hostilities must be similarly prepared to augment the missions performed by TAC Regular forces. It becomes absolutely essential that the training and operational missions of the Reserve forces be woven within the framework of TAC missions and performance standards. Every conceivable effort must be made to bring this force to a comparable level of proficiency to the regular forces at the

earliest possible date.

In training, it is our intent to exercise our Reserve forces in unilateral joint exercises concurrent with the exercise of our Regular forces. Next year, Air Reserve Forces are scheduled for participation in the majority of our joint exercises such as *Swift Strike*, currently under execution. Although final results and statistics from *Swift Strike* will not be forthcoming for several weeks, it is anticipated that over 1,500 sorties will be flown by our Reserve Forces in this exercise. In all of these exercises, the Reservists will be called upon to man responsible command and staff positions during the planning phases. This type of participation enhances and facilitates a better understanding of the tactical problems which we have to face in war employment.

Increased operational readiness will require modernization of a number of Air Reserve Forces units. The practice of equipping these units with any but first-line aircraft has already been changed with the recent assignment of F-100s, C-97s, C-124s and KC-97 tankers. Additional conversions should follow as late model aircraft become available. If these forces are to maintain their effectiveness in the years ahead, there must be a continuing program of selective modernization of aircraft and support equipment. Likewise, so must the professional qualifications and readiness of these forces improve. Whenever problems exist or arise in weapons delivery techniques, maintenance, mobility, intelligence training or the handling of nuclear weapons, our experts in these fields are and will continue to be at the unit's disposal. Their goal, as ours, is command-wide combat effectiveness at the highest possible index.

As plans evolve and our national strategy changes to meet the need of the hour, so must the Air Reserve Forces to meet the ever changing and expanding needs within tactical air forces. We in TAC have full confidence in the personnel of the Air Force Reserve and Air Guard to effectively meet their obligations toward the overall aerospace mission of this nation. It follows that the Reservists always have been and will always remain the backbone of this nation's fighting might. Today, a passive interest in Reserve or Guard meetings is not sufficient. Active participation is absolutely essential and must be fully realized by every member of our Reserve Forces. Their excellent and active participation in exercises such as *Swift Strike* and other similar maneuvers make us ever cognizant of this and help us realize the tremendous potential inherent in our Reserve Forces.

ABOUT THE AUTHOR

Born in Portland, Maine, General Donovan graduated from West Point in 1934. He received his pilot's rating at Kelly Field, Texas, in 1936, and saw pre-war service in the Philippines. During World War II he commanded a bomb group in North Africa and flew 37 combat missions in B-17s. Following a War Department General Staff assignment he served as Air Attache in Buenos Aires, Argentina. General Donovan joined TAC in August 1960 after completing a dual assignment in Spain as Chief of JUSMAG and Chief MAAG. He is a command pilot and holds combat observer rating.



The exercise is *Swift Strike*. It will be launched from the planning tables into reality on Sunday morning, August 6. A "beefed-up" version of past *Pine Cone* maneuvers, the entire effort will last for fourteen days. It will cover an area extending through the greater portion of North and South Carolina. *Swift Strike* is the first exercise of its kind since the famed "Louisiana Maneuvers" of 1941 to be conducted almost entirely in civilian domain. The Army has been diligently planning and coordinating with the surrounding civilian populations for many months seeking right-of-ways and access to private property to conduct air drops and assault landings.

... role of Reserves.

In *Swift Strike*, Air Force Reserve and Air National Guard units from New York to California will devote the greater or entire portion of their annual training programs to the exercise. Over 400 Reserve and Guard aircraft, and over 16,000 personnel will be employed throughout the two-week period.

The purpose is to test the Army and the Air Force's

... the first phase.

The exercise calls for the Military Air Transport Service to airlift elements of the 101st Airborne Division from Fort Campbell, Kentucky to various pre-selected staging bases on August 6 in preparation for Reserve Forces airlift of jump into the "battle area." Already positioned and standing by at these forward staging bases are squadrons of C-119s from Reserve units throughout the country. The staging bases selected for the initial deployment phase of the exercise are Donaldson AFB, North Field, and Shaw AFB, S.C.

... assault begins.

During Phase II, on August 8-9, the 82nd Airborne Division from Fort Bragg will begin its assault into the exercise area. This will be accomplished by air drops and air landings using both Reserve C-119 squadrons and C-123s and C-130s from the Regular Forces. The C-119s and C-130s play the predominate role here since the major portion of this phase is the actual air drop of paratroopers from the 82d Airborne. The C-123s will be used not only for air drops, but also for

TAC-STRAC flex limited war muscles in realistic...

SV

contingency war planning for small or "limited" war situations and to give the Air Reserve Forces sound, realistic training in the actual roles they might be called upon to fulfill.

... the situation.

For *Swift Strike*, a hypothetical situation has been generated by joint planners from the Army's Third Army and the Air Force's Nineteenth Air Force. A friendly country closely allied to the United States, through mutual security agreements, has been threatened and finally attacked by an aggressor country's satellite state. In finding it virtually impossible to contain the "attacking force," the premier of this friendly country, named *Bolucia* for the exercise, has called upon the United States for assistance. The result—*Swift Strike*. Actions taken result in the activation and alert of the Tactical Air Command's *Composite Air Strike Forces*, mobilization of TAC's allocation of Air Reserve Forces and the alert and movement of Army STRAC (Strategic Army Corps) airborne units.

assault landings on unprepared surfaces.

Throughout the exercise, the 82d and 101st Airborne Divisions will engage in a free play field exercise. Air National Guard fighters and reconnaissance aircraft will fly daily sorties throughout the exercise simulating close air support, interdiction and reconnaissance missions against selected targets. They will be joined by F-100 tactical fighters from the Regular Forces. Both Guard and Regular fighters will be controlled by an AOC (Air Operations Center) established under the Air Component Commander, Major General Maurice A. Preston, commander of TAC's Nineteenth Air Force. Headquarters for the Air Component Commander's staff will be at Ft. Bragg and Pope Air Force Base.

... troop drops.

On August 11 and 12, Phase III of *Swift Strike*, Reserve Force's C-119s will employ the 101st from staging bases to areas "behind the lines" already firmly established by the



As Army ground forces move on the terrain, Air Force F-100 "Super Sabres" provide protective aerial cover overhead during "Swift Strike."



Behind the lines, a C-123 "Provider" uses a make shift air strip to shuttle troops and equipment to front line units during Air Force-Army exercises.

One of the largest and most realistic simulated combat tests committed the Air Reserve Forces to action this month. Elements of Air National Guard tactical fighters and Air Force Reserve troop carriers throughout the United States team up with units of Army's Strategic Army Corps in two-week exercise in the Carolinas.

2d Airborne Division. Throughout Phase II and Phase III, over six fully equipped battle groups or close to 15,000 paratroopers will be dropped into the exercise area.

... the main battle.

From August 14 to 18 the Army's 82d and 101st Airborne Divisions engage in a full scale field exercise with attacks, counter-attacks and engagements designed to test the mettle of every man in those fighting units. It is here that the Air National Guard, augmented by the Air Force's regular fighters, come into full play in the exercise. Recon-

FTSTRIKE

naissance flights will be performed daily by RF-84s and RB-7s from Guard units throughout the country. Daily close air support and interdiction missions will be flown around the clock by Air National Guard F-84s and Regular Force F-100s. Although no ordnance will be fired, the mission setups, the briefings, the routes and the entire employment of the tactical fighters will simulate to the degree the type of action and utilization which would normally be expected in an actual combat situation.

... the commanders.

Deputy to General Preston as Air Component Commander is Maj. Gen. Charles DuBois, chief of staff of the Missouri Air National Guard. The troop carrier aircraft, organized under the Troop Carrier Air Force (TCAF) are commanded by Brig. Gen. John S. Bagby, commander of the 512th TCW. The fighter aircraft to be employed are organized as the Tactical Air Force (TACAF) and are under the command of Brig. Gen. Frank Albert Bailey, chief of staff of the Arkansas Air National Guard.

SWIFT STRIKE LINEUP FOR AIR RESERVE FORCES AND REGULAR AIR FORCE UNITS AND EQUIPMENT:

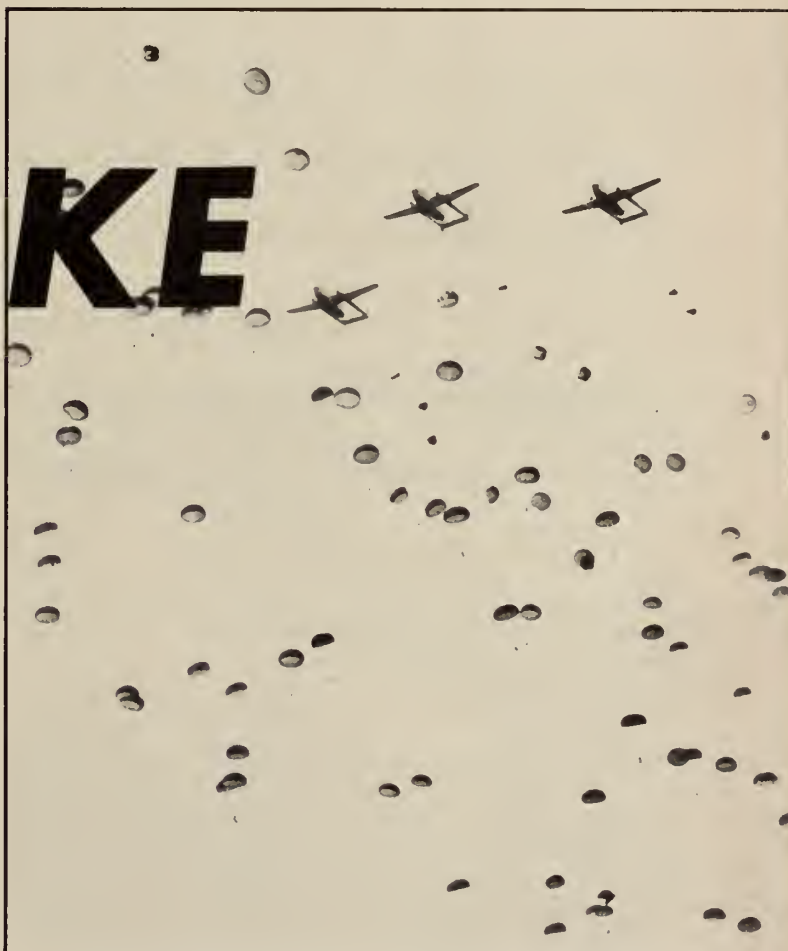
Air National Guard—180th TRSq (RF-84), St. Joseph, Mo.; 135th TCSq (SA-16) Baltimore, Md.; 130th TCSq (SA-16), Charleston, W. Va.; 165th TRSq 154th TRSq (RB-47), Little Rock, Ark.; 166th TFSq (F-84F), Lockbourne AFB, O.; 123d AC&W Sq, Blue Ash, O.; 112th AC&W Flt, State College, Pa.

Air Force Reserve—(all C-119s) 94th TCW, 731st TCSq, 732d TCSq, L. G. Hanscom Fld, Mass.; 512th TCW, 326th TCSq, 327th TCSq, Willow Grove NAS, Pa.; 328th TCSq, Niagara Falls MAP, N. Y.; 459th TCW, 756th TCSq, Andrews AFB, Md.; 757th TCSq, Youngstown MAP, O.; 758th TCSq Gtr Pittsburgh Apt, Pa.; 433d TCW, 67th TCSq, 68th TCSq, Kelly AFB, Texas; 69th TCSq, Dallas NAS, Texas; 434th TCW, 71st TCSq, 72d TCSq, Bakalar AFB, Ind.; 73d TCSq, Scott AFB, Ill.; 440th TCW, 95th TCSq, General Mitchell Fld, Wis.; 96th TCSq, Minn-St. Paul IAP, Minn.

Regular Air Force—(9th Air Force) 839th Air Div (C-130), Sewart AFB, Tenn.; 464th TCW (C-123), Pope AFB, N. C.; 507th Comm Gp, Shaw AFB, S. C. (12th Air Force); 354th TFW (F-100) Myrtle Beach AFB, S. C.; (MATs) EASTAF (C-124), McGuire AFB, N. J.



Everything goes during Exercise "Swift Strike." A USAF Reserve C-119 sets on excellent example with its full cargo of parachute-equipped jeeps.



A mass parodrop of more than 15,000 combat-ready troops will make a highly awesome display of military power during the Carolina exercise.

When STRAC (Strategic Army Corps) deploys its troops behind enemy lines one of the fastest ways to get them there is in Air Force C-119s.



Q. I am in my last year of college and will soon graduate and get my degree. What shall I do to make this a part of my Reserve records?

A. Send in transcripts of credits or other authentic statements or documents. This will be posted on your records and the document returned to you. It should be done at any time your formal educational attainments increase your educational level.

Q. On a direct conversion from First Sergeants, is it necessary for that person to pass a "7" level AFSC test in an additional AFSC prior to promotion to Senior Master Sergeant?

A. It is mandatory for you to be qualified in an AFSC at the 7 or 9 level in any career field prior to being considered for AFSC 01090, First Sergeant. If the Airman Proficiency Test (APT) is authorized for a specialty, qualification on the test is necessary for award of that specialty. In these instances, the test requirement must be met and AFSC awarded prior to being considered for promotion. A qualifying score on the USAF Supervisory Examination is also mandatory.

AIR MAIL



Q. I was transferred to *Standby* Reserve status in June 1960 and given a *Standby* Screening Code H because of a critical civilian occupation. I recently received an order giving me a *Standby* Screening Code B. I still have the same occupation. Why was this change made?

A. Standby Screening Codes A through K are awarded to identify availability for recall of Standby Reservists according to established priorities. Code B is awarded upon completion of obligation under UMT&S Act. Inasmuch as Code B has higher priority than Code H for delay for recall in event of an emergency, you were awarded Code B upon completion of your obligation.

Q. Since my first release from active duty I have completed my medical training and am now a practicing physician. May I request that my Primary Air Force Specialty Code be changed from 803, Intelligence Communications Officer, to 932, Medical Officer, General?

A. An officer may not be awarded an Air Force specialty code in the medical career area unless he has an appointment in the Medical Corps, Air Force Reserve. This may be accomplished by making application for such an appointment in accordance with procedures outlined in Chapter 6, AFM 36-5. Application must be made direct to the Surgeon General, Hq USAF, Washington 25, D.C. It is suggested that you contact the Office of the Surgeon General for additional information regarding such an appointment.

aerospace library



Reservists may obtain these books by mail order (at listed price) from the Aerospace Book Club, 1901 Pennsylvania Avenue, N.W., Washington 6, D.C. The Club, established by the Air Force Association at the specific request of the Air Force, offers club members the opportunity to purchase certain of these and other aerospace books at substantial discounts. Reservists also may obtain recommended books at reduced rate from the Air University Book Department, Maxwell AFB, Ala.

Russia's Rockets and Missiles, Albert Parry (Doubleday, \$4.50). A straightforward account of Russian efforts to master outer space. Doctor Parry discusses in a comprehensive manner the latest status of East-West rivalry in rocketry, Soviet rockets and missile programs and space hardware.

Men of Space, Volume I, Shirley Thomas (Chilton Co., \$3.95). The first in a distinguished series profiling the men who have made outstanding contributions to space research, development and exploration. This volume gives an intimate biographical glimpse into lives of ten men of scientific prominence including the Air Force's Lt. Col. Charles E. Yeager, Lt. Gen. Bernard Schriever, Lt. Col. John P. Stapp.

Combat in the Sky, Arch Whitehouse (Duell, Sloan and Pearce, \$3.50). The third volume of fiction based on fact, air war stories put together by one of aviation's leading writers. Stories deal with combat in all wars.

I'll Take the High Road, Sholto Watt (Brunswick Press Canada). A history of the beginning of the Atlantic Air Ferry in wartime and the contribution made by the civilians who flew American-built bombers to Britain.

The Life and Death of The Luftwaffe, Werner Baumbach (Coward-McCann, \$3.95). A history of the German Air Force from its illegal origin after the Treaty of Versailles through the 20's and 30's, its role in the Spanish Civil War, the early successes in WWII, and its defeat in the skies over Europe, WWII, by overwhelming Allied airpower.

The Cross and the Star, Cannon Hammond Cole (Vantage Press, \$4.95). A dramatic novel encompassing the passion and faith of three Chaplains—Protestant, Catholic and Hebrew. Their personal struggles on and off the Korean battlefields make their story an intensely human document of man's fight to find himself and his purpose for being.

Spifire: The Story of a Famous Fighter, Bruce Robertson (Harleyford Publications, \$8.50). The story of the famous British Spitfire fighter, from the first prototype on the drawing board to the last F.24 (or Mark XXIV) model. Profusely illustrated with many excellent photographs, tone drawings, this outstanding volume covers its subject in a comprehensive manner.

let's
scrap
the
phrase...

"WEEKEND WARRIORS"

by Colonel William F. Tinsley, director of Reserve Intelligence Training, TAC

The Ready Reserve intelligence officer of the Tactical Air Command must, in addition to an annual two-week tour of active duty, devote 24 periods of four hours each to on-the-job training. Since only two of these four-hour training periods may be performed in one day, this means to the Reservist a total commitment of an annual two-week tour plus twelve additional normal working days of Reserve training, or one full month each year away from his civilian job. If he lives any appreciable distance from his Reserve assignment, travel time must also be added.

What problem does this man have when it comes to participating in the Reserve? Purely and simply, it is *time*. The busy man is always the busy man, and to participate in the Reserve his patriotism must battle his conscience to determine what other aspects of his normal civilian life he must rob to obtain one month out of each year for devotion to Reserve affairs. The solution lay in another question: "Why not bend Reserve requirements to fit the man?"

We first modified the old "week end warrior" approach by establishing a training program based upon a two-day, Friday-Saturday training period for the unit as a group; not on an individual basis. The results on recruitment were immediate and gratifying. A number of highly competent Reservists began to show genuine interest when the 12 additional days were altered to only one work day every two months.

What we needed now was an additional incentive. The most compelling to Reserve officers of the caliber we were seeking proved to be an opportunity to serve where they are needed and appreciated in a job that is a challenge to their talents and abilities.

In developing our new concept, the Reservist's duties could now encompass continuous long-range projects in which his services would relieve some of the daily work-load of the Regular establishment. The Reservist's job now was to help the Regular establishment in peacetime as well as to be trained for the eventuality of mobilization. He could also expect demands for many hours of work, *on his own time at home*, if he was to achieve the goals we sought. "You may be overworked," we promised, "but we guarantee you will never be bored." With that approach, we began rapidly to fill authorized vacancies.

We also took a hard look at existing plans for training M-Day assignees to see if the best possible methods were in effect for fitting a group of above-average Reservists into their probable wartime duties. In effect at TAC at this time was the *understudy plan* where each Reserve officer was assigned to a particular position within the command. This plan proved to have many disadvantages because it did not evidence the flexibility needed to keep pace with TAC's worldwide responsibilities.

To develop our new concept, the number of M-Day assignee positions within the deputy for Intelligence at Hq. TAC, was increased to 58 officers and 48 airmen. A modified *it concept* was adopted to make the organization self-administered to the maximum extent possible and to take over,

as a unit, certain important intelligence functions of the command. Some examples would be preparing intelligence training programs for Air Reserve Forces units; continuing a target materials study program for Guard and Reserve units; preparing schedules of inspection visits to Guard and Reserve units during summer encampments; and scheduling Reserve officers to make these intelligence inspections.

All of this might indicate an overlap between Reserve training functions normal to the Regular establishment and those performed by the Reservists themselves. This is not the case. Responsibilities and duties have been specifically designated by the TAC deputy for Intelligence, in a manner designed to augment rather than replace. The system is established to provide senior Reserve officers with the maximum amount of valuable executive and administrative training in intelligence matters and to provide all intelligence Reservists in the unit with a higher degree of independence and initiative than was possible.

Friday training is still performed with the Reservists, as individuals, reporting to Regular officer supervisors for work in their assigned intelligence fields. The difference in the new concept is that intelligence projects are assigned on a continuing basis, rather than attempting to learn what the supervisor is doing at that specific moment. Running from one bi-monthly period into the next, Reservists work with the resources available to them in civilian life to develop their projects in their own time at home. This has resulted in comprehensive intelligence area studies reflecting a great deal of research at sources normally not available within Air Force channels.

Bending the requirements to fit the average high caliber individual by being extremely selective in recruiting and creating a concrete challenge for that individual, has resulted in a Reserve intelligence group at Tactical Air Command with a high degree of professional competence, administrative and executive ability and qualities of leadership.

Members of the group assemble every two months from as far north as New York and as far south as South Carolina. Average round trip distance traveled by the officers of the group at their own expense is close to 400 miles and yet attendance has been phenomenally high. In two years practically all of the meetings have had 100 percent attendance and never has it dropped below 95 percent.

In summary, the modified unit training approach gives the Reservist an awareness of his relationship to others within the intelligence field and to TAC as a whole. This awareness is perhaps the most important thing that any Reservist should have. It allows him to move and act with purposeful intention and meaningful direction, confident that what he does has intrinsic value to himself, his command and his country.

Under the program developed at TAC, capable, active and dedicated Reservists have found a new and rewarding experience as part of the Air Force team in which they proudly know that their contribution is of real value.



Pentagraphs

ORDERS RESCINDED: Hq USAF has announced the rescinding of orders transferring Maj. Gen. Chester E. McCarty to United States Air Forces in Europe (USAFE) as vice CINC. Gen. McCarty will remain in his current assignment as deputy for Air Force Reserve Affairs, USAF.

* * *

FOOTPRINTS VITAL: In an up-dating of AFR 160-4, Hq USAF pointed out that footprints are vital for identification. It cited an example where two identifications in a recent fatal aircraft accident could not be confirmed because the footprints were lacking. The regulation says: All Air Force personnel on flying status or acting as crew members will be footprinted at the time of their next annual physical examination.

* * *

JUST LIKE THE REGULARS: Members of the Air Reserve Forces who have been rejoicing because of improved missions and equipment are learning it is a two-way street. A recent TIG Brief printed by the USAF Inspector General, in regard to prohibition of the acceptance of gifts from foreign governments to military personnel, says: "... and all members of Reserve components — on active or inactive duty — [who] hold positions of trust and therefore are subject to the constitutional prohibition."

* * *

PROMOTION TO MAJOR: A board of officers will convene at Air Reserve Records Center, October 16-27, 1961, to consider approximately 12,000 eligible Air Force Reserve captains for promotion to the grade of major. To be eligible for consideration, officers must hold a promotion service date before July 1, 1956, a total years service date before July 1, 1949, and have been in an active status for one year prior to the board's convening date. Eligible officers are encouraged to submit communications under provisions of Section 8362, Title 10, U.S. Code. They should write direct to President, Reserve Officer Promotion Board, Air Reserve Records Center, 3800 York Street, Denver 5, Colorado. All communications must arrive prior to the date the board convenes and should include a statement of intent as to willingness to be assigned to Reserve unit if available.

21,000 CHANGES: The Air Reserve Record Center reports a monthly turnover of 21,000 address changes on the records of Air Force Reservists. Most of these turn up through unclaimed correspondence. This creates serious backlog and additional workload. ARRC says the situation could be improved if Reservists would report address change immediately and accurately. Inclusion of the Air Force service number is imperative since it is the key to rapid location of records. Send changes to Air Reserve Records Center, 3800 York Street, Denver 5, Colorado.

* * *

C-135 JETS FOR MATS: The first of 30 Boeing C-135 jet transports for the Military Air Transport Service has arrived for operational duty at McGuire AFB, N.J. Eastern Transport Air Force (EASTAF) at McGuire is slated to have one squadron of 30 speedy jet transports. A second squadron will be based at Travis AFB, Calif., for the Pacific run. The C-135 is a long-range aircraft and represents the first step toward modernizing the MATS fleet. Another MATS modernization step is the expected delivery in FY 1964 of more than 100 turbo-fan powered Lockheed C-141s especially designed for military airlift missions.

* * *

ECI NOTE: The Extension Course Institute at Gunter AFB, Alabama, has activated two new courses, one in the personnel career area and one in the field of preventive medicine. Course 7300, "Personnel Fundamentals (Officer and Warrant Officer)," is a five-volume course carrying a credit of approximately 123 hours and 41 points. It covers Air Force organization and management, classification and records, problem solving and conference leadership, and interviewing and counseling. Airmen may apply providing they have three months' experience in the personnel career field. Course 9330, "Military Medical Entomology," is a one-volume course carrying a credit of 15 hours and 5 points. It is designed primarily for preventive medicine personnel who want to broaden their knowledge of insects and related arthropods. The course includes information on the classification of insects; keys used for insect identification; insect-borne diseases; and physical, chemical and biological control methods. The course is designed for all skill levels and applicant must have current assignment in the field of preventive medicine.

TAC's RESEARCH for SAFETY

When TAC and other major commands assumed responsibility for training the Air Reserve Forces, a subtle but noticeable change occurred in the mission of the Reserve units. Their primary mission remained unchanged yet a new urgency readying them for emergency war plan action became more pronounced. Now, each unit must have the potential for flying far-reaching missions on very short notice. This means everything effecting their mission must be kept in ready status.

The TAC safety section made little change in its existing flying safety program other than to expand it. Regular Reserve units are given identical treatment. Accidents incurred by all units are carefully studied to determine whether or not action is appropriate. A study is started on receipt of the preliminary report and is closely coordinated with all interested staff sec-

tions in the Headquarters. If it appears that action by this headquarters will prevent a recurrence, that action is initiated immediately. All of this is in addition to the customary action taken during the normal review and indorsement of the complete report.

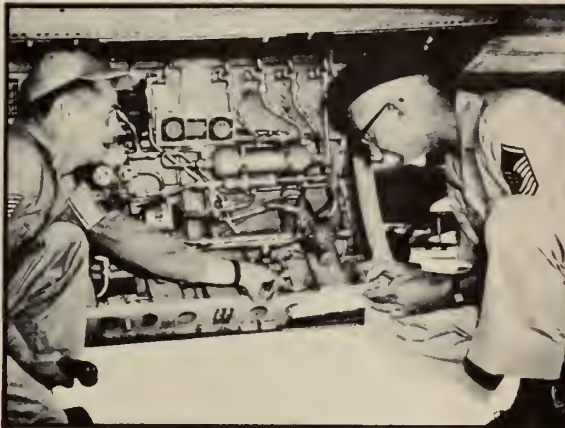
But this is after-the-fact prevention, and the TAC safety people prefer to emphasize before-the-fact prevention techniques. This is accomplished by exchanging information with other commands, by encouraging subordinate units to have a vigorous operational hazard reporting program, by distributing safety posters, by publishing a monthly magazine and by operations safety surveys.

Most commands have similar flight safety programs, differing only in the amount of effort funneled into each area. In TAC, the major effort goes toward safety surveys. Each unit is surveyed at least once a year by a compact team from the flying safety section. One or more of these teams is on the road most of the time. They come back to the TAC safety shop just long enough to write their report, discuss problem areas with interested staff agencies and pack for another trip.

To date, the results of these surveys more than justify the time and effort expended, since the teams have been able to point out many areas of weakness before accidents occurred.

The safety section admits its team members are not experts in all of the many fields that they look into. But, the teams do get around a lot, observe many different operations, and see many approaches to common problems. This enables them to pick up the better ideas and pass them around. Members of the team also have the advantage of looking at each unit's operation from a different angle.

Equally important, the team is able to discuss problems with the people of these units and carry this information back to TAC where they can get staff agencies to help resolve them, or at least gracefully pass the ball on to Headquarters, USAF.



In a flying safety program, a base quality control inspector always looks for trouble. Here he spots a faulty hydraulic panel for a survey team member.

TAC's / operational readiness

During calendar year 1961 Hq. TAC will conduct operational readiness inspections (ORI) on 50% of its Reserve units, while the numbered air forces, 9AF and 12AF will conduct general inspections on the remainder of units. This will insure that all units will receive an annual general inspection and an ORI during the two-year cycle. Tactical Air Command's concept of inspection is that all units, Regular Reserve, will be evaluated against comparable criteria. The same TAC inspectors are conducting inspections of Reserve Forces as well as Regular units. This enhances the inspection team's ability in evaluating the Reserve units' effectiveness as a professional tactical

organization capable of performing the assigned tasks. The inspection normally takes three days, commencing on Friday and completed on Sunday. The TAC inspection team does not direct the ORI but acts as observer to evaluate the unit in accordance with TAC criteria. All tasks are assigned by the controlling numbered air force and are given to the Reserve wing headquarters. The wing directs its organic units throughout the ORI regardless of State boundaries and its units are inspected simultaneously by the TAC inspectors.

In addition to the ORI's, many Air Reserve Forces units are surveyed by the staff of the TAC Inspector General.

These visits stress increased emphasis in the areas of mobility, disaster control, maintenance, and supply. Mobility plans in-being are evaluated in detail for format, content, implementing instructions and conformance with Tactical Air Command's mobility manual. In many instances mobility exercises and walk-through inspections are conducted. Disaster plans are evaluated, based upon accomplishing as much as possible with the personnel and equipment presently on hand. TAC maintenance and supply inspectors give guidance to the units in organization and operation of organizational and field maintenance, as prescribed in AF Manual 66-1.

The high state of operational readiness displayed by the Air Reserve Forces is an indication of the conscientious efforts of the participating personnel. The transformation from civilian life to competent, well-disciplined airmen on a moment's notice, capable of performing the many duties required in modern technological warfare is a tribute to the leadership throughout the Air Reserve Forces.



USAF STRENGTH . . .

In reply to questions at the Senate nomination hearings on June 8 General LeMay said "I think we have a strong Air Force at the present time that is ready to undertake any mission that the Country wants to assign to it, be it a peace or war mission. Our job is to keep it that way." He continued:

"Within the resources that we have been allocated, I think we have a fairly well-balanced program at the present time. It is my personal opinion, and has always been the opinion of the Air Staff, that so far as we can see in the future, we will need a balanced program of manned and unmanned forces; this means both missiles and bomber airplanes now, although the future vehicles probably will not look much like the present airplanes."

General LeMay was asked by Senator Stuart Symington whether he would "have any objection" to "the consideration of the B-70" being included when the question of money for long-range bombers came before the Appropriations Committee. General LeMay said he would not object and added: "I consider the B-70 to be a priority program that we have in the Air Force."

DEVELOPMENT . . .

Air Force has been assigned the development task for the Nation's "very large solid propellant boosters of the *Nova* class." The President has asked Congress for amendments to the fiscal year 1962 budget to include among other sums, an increase of \$77 million for the Air Force for the Department of Defense part of the augmentation of currently recommended space programs.

This amount includes \$15 million for starting and development of an improved upper stage rocket for use of the *Titan II* booster. It also includes \$62 million for initiating development (\$50 million) and construction of test facilities (\$12 million) for a solid propellant booster of a class required for manned flight to the Moon and return. NASA is developing a liquid propellant booster

"I know I speak for the Air Force, and am confident that the Army and the Navy share our view, when I say that the purpose of the Reserve Forces is to fulfill the needs of the active Service . . . The emphasis is on the needs of the Armed Forces in time of war, national emergency or whenever the national security requires. People who accept Reserve status today must commit themselves to leading two lives; one for themselves, the other for their country." — Eugene M. Zuckert, Secretary of the Air Force

of this class, and at the appropriate time "a choice will be made between the alternatives."

Nova is not a specific vehicle; it is a concept for use of the F-1 engine. A *Nova*-class booster would give millions of pounds more thrust than the largest vehicle now under development. NASA's *Saturn*, which is to have more than 1.5 million pounds thrust from a cluster of eight Lox/RP-1 engines, a type used to boost *Thor* and *Atlas* missiles. NASA says six of the 1.5-million-pound-thrust engines could be clustered as a first-stage to place about 300,000 pounds in orbit around Earth or send a manned vehicle to the Moon and back.

MANNED BOMBERS . . .

We will need manned bombers through 1970, Secretary of Defense McNamara told the House Appropriations Subcommittee recently. He said:

"I believe it is too early to conclude that we will not need manned bombers in substantial numbers at the end of this decade, and therefore I conclude we must be prepared to maintain in our operational force substantial numbers of manned bombers through 1970.

"However, I do not believe that it will be necessary to expend additional funds during fiscal year 1962 for that purpose, and it is for that reason we have not recommended the procurement of additional quantities of B-52s and/or B-58s during fiscal year 1962 . . ."

Weapon Systems Cost

"It costs about \$1 billion to buy 40 B-58s and operate them with their required tankers for 5 years.

"It costs about \$1 billion to buy 150 *Minuteman* missiles, hardened fix-site missiles, and operate them for 5 years.

"It costs about \$1 billion to buy 6 *Polaris* submarines with a total of 96 missiles, of which you could consider roughly 64 on station at any time, and operate them for five years . . .

"We will have a substantial mix in our force clear through into 1970—a mix in manned bombers, *Polaris* and *Minuteman*, three systems widely different one from another."

COUNTERFORCE . . .

The Air Force was asked to explain *counterforce* to the Senate Committee on Armed Services at recent hearings. Following is the major part of the statement submitted and made part of the record:

In the Air Force view, *counterforce* is a military concept for the design and employment of military forces to destroy, neutralize, or render impotent the military capabilities of an enemy force under any of the circumstances by which hostilities may be initiated. It is not "strike first" concept—it is a concept for the development of a capability to prevail under any conditions of attack. This concept has, as its central theme, the application of superior offensive and defensive military force against enemy strengths that directly threaten the continued freedom and security of the United States and her allies.

Implementation of a *counterforce* strategy demands a well-integrated national military structure. This concept is both offensive and defensive—a point often misunderstood. It requires strategic offensive forces capable of surviving initial enemy attacks and of destroying enemy offensive strike forces and control and support structures. It requires defensive forces in depth to destroy enemy mass destruction weapons in flight and as far from the United States and its allies as possible. It also requires forward area forces which, in conjunction with our allies, can conduct initial holding actions to deny enemy access and prevent the infiltration and overrun of friendly territory. The success and effectiveness of a military force necessary to defeat the enemy's military force are dependent upon the size and effectiveness of that enemy's force. A civil defense effort to provide great protection to our civilian population is an additional strength that complements this military concept.

Finite deterrence as a philosophy based on a small, highly protected retaliatory force capable of destroying hundreds of enemy cities. *Finite det.*

nce advocates say they would also destroy some military targets if possible. The goal of this philosophy has certain unfortunate implications.

- It does not provide a war-winning capability. After destroying enemy cities, the United States would not only remain defenseless, but would have provoked equal or worse destruction by the aggressor's undamaged offensive forces.

- A military posture as advocated in the *finite deterrence* philosophy would invite limited aggression.

- City destroying strategies are not traditional military strategies in the atomic age. The destruction of cities as a means of defeating an enemy is a vestige of an era in which the key to victory lay primarily in a nation's potential to support the war effort.

- The *finite deterrence* philosophy denotes static, finitely determined, absolute conditions. Acceptance of the *finite* philosophy would invite the enemy to attain an overriding strategic military superiority and could thus encourage his initiation of general overt aggression.

As opposed to the finite deterrence concept, a true military deterrent force is one that can prevail over an enemy's military force and provide maximum protection to the United States under all circumstances. While deterrence is the aim of our national strategy, the military contribution to that overall strategy is to provide convincing military superiority over the enemy's military strength.

"Overkill"

As the counterforce strategy applies, there is no incidence of *overkill* in force application against enemy targets. *Overkill* is a term which has been applied to forces over and above those necessary solely to destroy several hundred enemy cities. *Overkill* has no meaning in a strategy designed to attack enemy forces other than people.

SPACE MISSION . . .

Air Force Secretary Eugene M. Zuckert on Aerospace Force's space mission:

- Historians may see the line of demarcation between tomorrow and the day after as sharp and clear. It is not sharp and clear to us because we must prepare for both at the same time. The day after tomorrow is upon us. We must make decisions before today is ended, certainly while tomorrow is young, as to how and how fast we move into space.

- The Air Force of the day after tomorrow must be truly an aerospace force, unrestrained in its operations by Earth's gravity bond and fully clear of the atmospheric runway.

- We do not have a choice as to whether or not we invest in aerospace military forces. That decision is no longer subject to our shaping. It has been shaped by world events and by pressures beyond our control . . .

- For America to succeed—in preservation of the Nation in freedom, in furtherance of the welfare of men on Earth, in exploiting the knowledge of ourselves and our surroundings for man's good—our peaceful objectives on Earth must not be subject to interdiction from space . . .

- We are determined not to be disfranchised on Earth by a threat from space. Our national policy therefore is and will continue to be to avoid as well as to deter aggression through space.

- Our space effort for now must be concentrated on boosters, sensors, and power sources.

- The Air Force has precise responsibilities within the military realm. All Services have requirements utilizing space. The Department of Defense must approve them and it determines funding. The Air Force provides boosters and launch facilities—for example to Navy's *Transit* navigational system and the Army's *Advent* communications system. Incidentally, we also serve NASA in the same way for many projects, such as the first *Tiros* weather reconnaissance satellite.

TRIBUTE . . .

In a tribute to the outgoing Air Force chief of staff published in the Congressional Record, Senator Barry Goldwater told the Senate on June 29 that under General White's leadership "the Air Force became, in fact, the Nation's aerospace arm—dedicated to the conviction that aerospace supremacy is as vital to the Free World's peaceful objectives as was air supremacy in the days before ICBM's and Earth satellites."

"Last year, for example, with some 43 percent of the military budget, the Air Force provided approximately 91 percent of the Department of Defense effort in space systems; 73 percent of the U.S. continental aerospace defense effort and approximately 90 percent of the general war striking power of the Free World. It also provided the Nation's strategic airlift forces, MATS; our primary limited war air superiority forces and an overall global communication capability more extensive than that of any other single operating agency in the world."

AEROSPACE RAPPORT . . .

"One could visualize, in the same period as the B-70, the development of a stand-off bomber. It could probably be a sort of airborne launching platform in the form of a long-endurance and low-speed aircraft carrying an advanced air-to-ground missile of even greater range than the Skybolt."—Deputy Secretary of Defense Roswell L. Gilpatric.

Because of the existence in the world of the Communist Bloc with objectives antipathetic to those of the independent nations of the world . . . non-Communist nations have a collective obligation to secure their continued existence by achieving the kind of power which will deter direct Communist aggression and forestall internal aggression by the familiar pattern of penetration, infiltration, subversion, dissidence and guerrilla warfare.

Militarily, this requires, among other things, both a global balance of power and a balance of power in each critical frontier area where Communist force—either internal or external—may be applied. No balance of power sufficient to offset the power of the Soviet Bloc can exist without United States participation. The U.S. cannot do this job alone. The task must be shared.—Paul H. Nitze, Asst. Secy. of Defense for International Security Affairs.





Lt. Col. Wayne C. Gatlin, 179th FIS commander, came up with a near perfect photograph of this F-89J Scorpion formation. It was all part of the Minnesota ANG's Dad's Day observance which marked the midway point of the 148th Fighter Group's summer field training at Duluth.

Reserve Camera



Air Force Reservist Capt. William J. Huggins (r) of the 9977th ARSg., in Chattanooga discusses space vehicles with Arnold Center Plans Chief R. O. Dietz. Huggins served two weeks of active duty at the Air Force Systems Command research center studying space vehicle propulsion.



Air Force Reserve Brig. Gen. Jimmy Stewart, an location in Illinois for MGM's "How the West Was Won," presented 11 CAP Certificates of Proficiency to visiting Kentucky cadets on the Ohio River film site. Gen. Stewart had help from actresses (l-r) Debbie Reynolds and Caroll Baker.



Air Force Reservists bagged a fair share of trophies during the USA Small Bare Matches at Lackland AFB, Texas in June as representative of CONAC. Team members with their bevy of awards include MSgt Grant, A3C V. Auer, Lt. Col. J. Decker, Lt. V. Hamlin, Maj. B. Prude.



Georgia Governor Ernest Vandiver welcomed the first C-97 air crew assigned to the 128th ATSq. Air Guardsmen, front row (l-r) are Lt. Col. Hudson, Sgt. Turner, Sgt. Harrison, Vandiver and Sgt. Halden. Back row (l-r) are Majors Herd, Wrablewski and Fish, Sgts. Buckley and Jarrar.

THE AIR RESERVIST

OFFICIAL MAGAZINE OF
THE AIR RESERVE FORCES



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"I'VE BEEN EXPECTING YOU!"

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AIR FORCE BUILDUP... PAGE 8

"Quote..."

Secretary of the Air Force Eugene M. Zuckert on Today's Reservist:

• The members of the Air Reserve Forces no longer are a "reservoir" of manpower, held in abeyance ready to be called to fill the needs which might arise in an emergency. They are a truly ready, immediately available, currently contributing part of our first line capability...

• These are not ordinary people. They are, first, useful, productive members of the civilian community. Along with their fellow citizens they are the backbone of business, government, industry, and society in general. But, secondly, these people go beyond the normal demands of citizenship. They voluntarily incur the sacrifices and responsibilities of their homes and businesses, not just whenever their country needs them in emergency, but on a continuing basis.

• They give freely of their time today to assure their fitness to meet the requirements of real and immediate military capability. They give far more than can ever be repaid in money, retirement, points, or privileges."

THE AIR RESERVIST

OFFICIAL MAGAZINE OF
THE AIR RESERVE FORCES

VOL. XIII—No. 8

SEPTEMBER 1961

AIR FORCE RESERVE AIR NATIONAL GUARD
CIVIL AIR PATROL

General Curtis E. LeMay
Chief of Staff, United States Air Force

Maj. Gen. Robert E. L. Eaton
Ass't Chief of Staff Reserve Forces, USAF

EDITOR
Fred E. Giachino

ASSOCIATE EDITOR STAFF WRITER
Earl E. Lane MSgt. Paul E. Collins

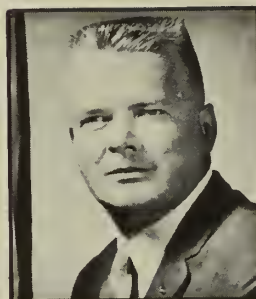
The Air Reservist is an official publication of HQ USAF approved by the Secretary of the Air Force in accordance with Section 278, Title 10, U. S. Code. This section requires the dissemination of complete and up-to-date information of interest to the Air Reserve Forces.

Editorial Office: The Air Reservist
P.O. Box 423, Bolling AFB, Washington 25, D. C.

The material contained in The Air Reservist is listed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by Hq. USAF.

... PEOPLE



MR. BENJAMIN W. FRIDGE, formerly deputy for Reserve and ROTC Affairs in the Air Force Secretary's office, has moved to the position of special assistant to the Secretary for Manpower, Personnel and Reserve Forces. He succeeds Mr. Lewis Thompson who left government service earlier this year. Mr. Fridge, a Reserve brigadier general, has been active as a reservist for many years and was president of the Baton Rouge, La., chapter of the Reserve Officers Association early in WWII. He qualified as a Reserve jet pilot in 1950 and later became deputy commander of the 349th Troop Carrier Wing at Hamilton AFB, Calif. Mr. Fridge also serves as a member of the Air Force Association's Reserve Council.

BRIG. GEN. BENJAMIN G. WILLIS, commander of the First Air Force Reserve Region at Stewart AFB, New York, assumes jurisdiction of USAF Reserve activities in the New England, New York and New Jersey areas. During WWII Gen Willis flew 63 combat missions in the B-26 during the air offensive against Germany and campaigns against Normandy, Northern France and the Rhineland. For his services in Europe he was awarded the Silver Star, Distinguished Flying Cross, Bronze Star and the Air Medal. From 1955 to 1958 Gen Willis served as personal Air Force assistant to the White House as an armament staff. Prior to his present assignment at Stewart, he was commander of Iceland Defense Force.



BRIG. GEN. CECIL P. LESSIG, commander of the Fifth Air Force Reserve Region at Selfridge AFB, Mich., has succeeded Col. Downs E. Ingram as head of Reserve forces in the 13-state midwest. A veteran Air Force officer, Gen. Lessig began his military career as a Navy aviator. In 1935 he switched to the Air Corps and two years later received his wings as a commissioned officer. During WWII he was the first U.S. officer to fly over enemy territory and the first to attend the RAF Staff College in England. As commander of the Fifth Region, Gen. Lessig is responsible for the operation of a new Air Force Reserve program and the establishment of 61 Reserve Recovery units in the Region area.

LT. COL. CLIFFORD H. BALDOWSKI, information officer at Hq Third Air Force Reserve Region, Dobbins AFB, Ga., and editorial cartoonist for the Atlanta Constitution is responsible for this month's cover of The Air Reservist. The cartoon appeared in a recent edition of the Constitution. A supporter of the USAF Reserve program, Col. Baldowski headed up the 2689th AResC's promotion of Canaveral Comes to Atlanta. It was one of the largest displays of missiles and military might ever assembled in a civilian community. As a result of Col. Baldowski's personal interest and the enthusiasm of his Information Flight, the project reached national stature in the public. For this effort, and other outstanding contributions in the field of information, he was awarded the USAF Commendation Medal.





DEPARTMENT OF THE AIR FORCE
OFFICE OF THE CHIEF OF STAFF
UNITED STATES AIR FORCE
WASHINGTON, D.C.

Dear Reservist

I don't know whether you have been alerted for possible active duty as have many of your friends. In any case, if called upon I am certain that you can and will give an extra measure of yourself to your country.

As a Reservist, you are a special kind of person: military man; civilian; the first citizen to put on his uniform and join in his country's defense when it is in peril.

Air Force Reservists and Air National Guardsmen who have been alerted recently know how much they can strengthen the active military arm. Speaking for the Air Force, I want them and their families to know our appreciation of the sacrifices they are willing to make for our country. We know from experience that we can depend upon them.

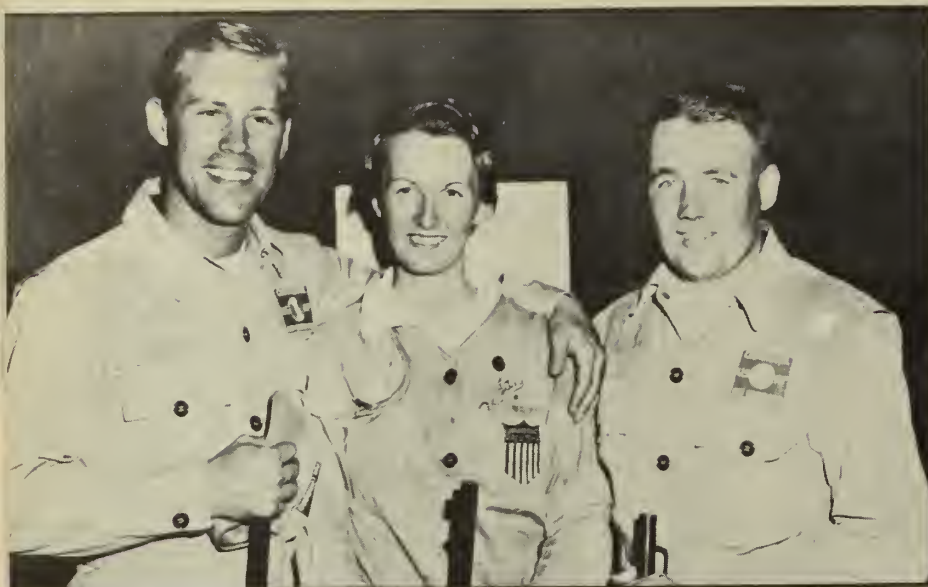
These times are as dangerous to the existence of freedom and to the continued life of our country as any period in our history. Many of us have served together in the bitter and unforgettable time of war. By our readiness we may be able to deter another armed conflict.

This is our task now.

Sincerely

Curtis E. LeMay

CURTIS E. LeMAY
General, USAF
Chief of Staff



RESERVISTS ON TARGET

Shorps shooting Airmen Third Class Victor L. Auer, o Reservist with the 452d Troop Carrier Wing, Morch AFB, Calif., congratulates Miss Jon Fridell as the 1961 winner of the Women's Notional Smollbore Prone Chompianship. But Auer, left, hod reason to be congratulated too os he captured the Men's Notional Smollbore Rifle Prone title by firing a scare of 4,784 out of a possible 4,800. The effort was just enough to nose out defending chompiion Coptoin Arthur E. Cook, right, on AF Reservist from Adelphio, Ind., who shot o 4,780 score during the faur-day event of Camp Perry, Ohio. Both Auer and Cook porticipated os Reservists with the Continental Air Command entry.

... PLANS & POLICY

DIRECT COMMISSIONS for 74 airmen of the Air Force Reserve have been announced for 1961 by the Air Reserve Records Center, Denver, Colorado. The airmen hold *Ready Reserve* positions and were selected by a board convened at the Center.

To be Captain: John F. Applebee; Charles A. Boyd; James B. Brookshire; Frederick E. Bush III; Francis T. Carroll; Lloyd G. DeWoody, Jr.; Komos J. Diveris; Eugene S. Fogler; Charles J. Headland; Lynn R. Kidder; Norman D. Mattson; Antonio Salazar, Jr.; Norman W. Torgersen; William W. White.

To be First Lieutenant: Thurman B. Allison, Jr.; David J. Bailey, Jr.; Joseph E. Bauwens; John W. Bliss; George A. Boiko; Wilbur R. Boykin; Peter T. Brainerd; Warren L. Butler; Herbert E. Carnahan; Frank A. Collins; Raymond L. Cook; Howard F. Crombie; Duane H. Daering; Maurice D. Farris; Robert Garcia; Walt L. Hardin; Ralph A. Hendrickson; Quentin M. Hill; Jimmy W. Hughes; Max L. Jenness; Charles J. Kittell; Bernard E. Loe; Dean Oakley, Jr.; Robert W. Parr; C. Paul Phelps, Jr.; Francis M. Phillips; Samuel R. Powell; Charles R. Ramsdale; Richard Ray; J. W. Renfro; George F. Russell, Jr.; Lothar R. Schicker; William H. Shane; James L. Shaw; Harold E. Stewart; James C. Stone; Ronald W. Taylor; Glen A. Thompson; Joe A. Timmerman; Ernest S. Wells; Duane T. Wilcox; Emil F. Williams; Aldo Zordan.

To be Second Lieutenant: Billy J. Arnold; Hugh A. Clark, Jr.; Earl E. Cole; Mack S. Crawley; Albert B. Fernandez; David L. Fink; Henry R. Godsey; James S. Irwin, Jr.; Max E. Lewis; Wesley J. Martin; Lelund D. Nelson; Larry J. Pinkston; James A. Raymer; Robert L. Ritchie; William A. Smith; Dennis G. Tevebaugh; Alfred Thieme, Jr.

REGULATION CHANGES affecting Reserve doctors and dentists will soon be noted in AFR 45-15. Under the revision a Reserve doctor will receive one retirement point for each examination or consultation; a Reserve dentist will receive one point for each three examinations or consultations. However, all examinations must be in direct support of the Armed Services. Under the old point system a doctor received one point for each two medical examinations while a dentist received no point compensation for consultations.

THE NATIONAL GUARD ASSOCIATION will hold its 83d general conference at Las Vegas, Nevada, October 2-5, 1961. Approximately 4,000 Army and Air National Guard officers and their guests are expected to attend the conference which will be held at the city's new Convention Center. The conference calls for five business sessions, with two scheduled for the opening day and one each on October 3, 4, and 5.

Major General William H. Harrison, Jr., association president, has announced that Secretary of the Army Elvis J. Stahr, Jr., and General Curtis E. LeMay, chief of staff of the U. S. Air Force, have accepted invitations to address the delegates. Also on the roster of important speakers will be Assistant Secretary of Defense Carlisle P. Runge; Lt. Gen. Lewis B. Hershey, director of Selective Service; Gen. Herbert B. Powell, commanding general, United States Continental Army Command; Lt. Gen. Joe W. Kelly, USAF, commander of Military Air Transport Service; Maj. Gen. Robert E. Eaton, USAF, assistant chief of staff for Reserve Forces, and Maj. Gen. Charles C. Dodge, assistant chief of staff for Reserve Forces, Department of the Army.

AIR RESERVE AFFAIRS will be a key subject at the Air Force Association's 15th annual convention in Philadelphia, September 20-24. Among program highlights will be the Reserve Forces Seminar headed by a host of ranking Air Force officers who will address the convention on "The New Challenge." Speakers will include commanders Gen. Frank L. Everest, TAC; Lt. Gen. Joe W. Kelly, MATS; Lt. Gen. Robert M. Lee, ADC; Lt. Gen. William E. Hall, CONAC; and Maj. Gen. Harold R. Maddux, vice-commander, CONAC. Members of the Reserve Forces Seminar panel include Maj. Gen. Robert E. L. Eaton, ACS/Reserve Forces; Maj. Gen. Winston P. Wilson, deputy chief, National Guard Bureau; Maj. Gen. Chester E. McCarty, deputy for Air Force Reserve, ACS/Reserve Forces; and Mr. John A. Laney, Jr., deputy for Reserve and ROTC Affairs, Office of the Secretary of the Air Force. Mr. Jackson V. Rambeau, director of Military Relations, AFA, will serve as the moderator.

Also expected to speak are Gen. Curtis E. LeMay, chief of staff, USAF; Gen. Frederic H. Smith, Jr., vice chief of staff, USAF; Gen. Thomas S. Power, commander, SAC; Gen. B. A. Schriever, commander, AFSC; and Gen. William F. McKee, commander, AFLC. Other program events will include the Aerospace Education Workshop, Arnold Air Society Ball.

see PLANS & POLICY page

Special Meeting AFRPC

A special meeting of the Air Reserve Forces Policy Committee was held at the Pentagon on August 21. Purpose of the meeting was to permit the Air Staff to present a briefing on the status, training and operations of the U. S. Air Force and give a picture of the general U. S. position throughout the world. The briefings were aimed at up-dating committee members, particularly in regard to recall to active duty of selected Air National Guard and Air Force Reserve units. Representatives from Tactical Air Command, Military Air Transport Service and Continental Air Command gave additional briefings on their respective commands. They covered administration, operations and logistics involving problem areas related to the proposed mobilization.

The Air Reserve Forces Policy Committee is responsible for preparation and consideration of proposals affecting the Air Reserve Forces and in turn passing them on to the Secretary of the Air Force for final approval. Several recommendations were generated in line with the military build-up incorporated in the Air Force Berlin Contingency plans. They were:

- Recognition of the limitations on planning and the release of information which have been placed on the Air Force as a result of the current situation. However, the

"...Impress upon us that national freedom is not an heirloom but a living thing: once received, it does not automatically continue to exist without serious effort. Make us realize that the end of battle is but the long, arduous struggle for national peace and international tranquility..." Chaplain (Colonel) John F. Daniels, USAF, during the invocation of the August 21 meeting of the Air Reserve Forces Policy Committee.

Committee believes it imperative that members of the Air Reserve Forces, particularly the priority units, and local and state officials be informed and kept informed of tentative plans for the immediate future.

- Recommended full publicity, through the national press and military channels be given to Reserve personnel actions and programs in support of the Berlin Contingency plans, including the mobilization dates and planned employment of selected Air Guard and Reserve units in so far as military security will permit.
- Noting Congressional action to appropriate adequate funds in Fiscal Year 1962 to provide for 48 paid drills in support of the Air Force Reserve Support and Recovery Unit Program, recommended to the Secretary of the Air Force that he urge the Secretary of Defense

see SPECIAL MEETING page 12

Introducing

THE NEW DEPUTY FOR RESERVE AND ROTC AFFAIRS



Mr. Lang is a colonel in the Air Force Reserve with an M-day assignment as deputy to the chief of the policy division directorate of Personnel Planning, USAF. His military background dates to 1942, when he entered the Army Air Force as a private. His post-war occupations include two tours as administrative assistant to members of Congress, and assignment as a staff specialist to the House Government Operations Committee.

Dear Members of The Air Reserve Forces:

This is my introduction to many of you. Until I can meet you personally I appreciate the opportunity of using this medium to express briefly a few of my views concerning our Reserve Forces.

It would be trite for me to say "I'm happy to be here." Better perhaps to say "I welcome this opportunity to serve our Reserve Forces." Certainly, I'm proud of having been a "citizen-soldier" for nearly twenty years and equally proud of having been selected for this particular assignment.

The Secretary of the Air Force, the Honorable Eugene M. Zuckert, is intensely interested in the Air Reserve Forces. He feels strongly that the time has come to tap more fully the great resource of brains and manpower that is represented in our Reserve Forces—experts from every field of management, including science and the other professions. These experts must be allowed to contribute to a greater degree their knowledge and abilities in the interest of our National Defense during these perilous times.

I expect to help the Secretary in his desire to utilize the full capability of our Reserve Forces. To do this, I must be well informed in all areas of our Reserve Forces, ROTC, CAP and Air Explorers. I must have up-to-date knowledge about the capabilities,

strengths, problems and weaknesses of the Air Reserve Forces with all their ramifications—therefore, I've made plans for extensive travel in the next few months. I'm going to make visits to the newly activated Recovery units, the flying units of the Air National Guard and Air Force Reserve and the Headquarters of the various commands within and outside CONAC which are responsible for the management of this organization of dedicated citizens. I intend to learn first hand and as rapidly as I can.

During my present Reserve mobilization assignment in the Office of the Chief of Policy, Deputy Chief of Staff for Personnel, I've seen how some of the policies and plans have been developed. Now, I expect to see the other side of the coin and observe how those policies are working from a practical point of view.

Plans call for me to announce my visits to your units well in advance. When I visit your units, I hope that I may have an opportunity to see and talk with as many Reservists and Guardsmen as possible. It will not only be a great pleasure for me to visit with you, but it will also bring into quick focus any suggestions and constructive criticism you may have.

Just as during World War II and Korea, our Reservists are being called on again to augment the active establishment during the current Berlin Contingency. You may rest assured that Secretary Zuckert and his Special Assistant for Manpower and Personnel, Mr. Ben Fridge, are fully cognizant of the importance of your capability to meet any potential force build-up. Consequently, the Secretariat is monitoring with close attention and interest the operational readiness of our Reserve Forces.

It can also be said that never before have the Reserve Forces been better trained or more ready for any mission they might be called upon to perform.

Historically, our national policy is and has been to have a small regular military establishment backed up and supported by the Reserves. The world situation of today emphasizes the validity of this policy. In a recent conversation which I had with General LeMay concerning Air Force augmentation requirements, the Chief of Staff said, "Where else can we turn but to our Reserves?"

It is imperative then that members of the two components of the Air Reserve Forces, the Air National Guard and the Air Force Reserve, devote themselves to the worthiest cause of all, the defense of our nation's freedom. Toward this objective, let us move forward as a worthy and ready team.

Sincerely
John A. Lang, Jr.

Outstanding Airmen's Luncheon, Annual Awards Banquet, Air Staff Briefing, Aerospace Force of Tomorrow, Aerospace Force of Today and Aerospace Education Seminar. Special guests who will address the convention include the Honorable Eugene M. Zuckert, Secretary of the Air Force, Mr. Joseph F. Foss, former governor of South Dakota and president of the American Football League, Dr. Leonard S. Sheingold, chief scientist, USAF. Arthur Godfrey, long time advocate of air-power, will serve as toastmaster at the convention luncheon.

THE AF LONGEVITY SERVICE AWARD RIBBON and its authority for wear by Air Force Reservists has been a point of contention presented to the Air Reserve Records Center, Denver, Colorado. Many Reservists construe paragraph 29, Air Force Regulation 900-10, which establishes criteria for wearing the ribbon, as applying to Air Force Reserve service. ARRC, in a clarification of the regulation, states that eligibility for the *Air Force Longevity Service Award Ribbon* is based upon honorable *active* Federal military service with any branch of the United States Armed Forces. Persons eligible to wear this award include all members of the Reserve components not on active duty with the Air Force who have an aggregate of four years of honorable active Federal service in any of the military branches.

To further clarify the *longevity award* ARRC cited background to show the reason for its existence. It is based on the Air Force's desire to keep the uniform as unadorned as possible, with the exception of rank, ribbons and decorations. The *longevity award* was designed to eliminate the longevity "hash marks." The *Air Force Longevity Service Award Ribbon* denotes four years of *active* Federal service; oak leaf clusters attached to the ribbon signify an additional four years' service for each cluster.

The *Air Force Longevity Service Award Ribbon* is not to be confused with the *Armed Forces Reserve Medal*. The *Reserve Medal* is awarded upon completion of a total of 10 years of honorable and satisfactory service based on "good" years of Reserve service. The 10 years of service need not be consecutive provided that such service was performed within a period of 12 consecutive years. The "good" year may be determined on the basis of those which are credited for retirement at the rate of 50 points per year.

THE AIRMAN, the regular Air Force counterpart of The *Air Reservist* magazine, is a USAF monthly publication which keeps Air Force personnel up-to-date on plans, policies, activities and historical background on today's Air Force. This official journal of USAF is distributed world-wide. *The Airman* has broad reader appeal and can be an important adjunct to every Reservist's aerospace education. For this reason, it has been made available to non-active duty Air Force personnel. For convenience, a subscription blank is printed below. Make all checks or money orders payable to *Superintendent of Documents*.

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Please send **THE AIRMAN** for one year to the following address. Enclosed is a check or money order for \$3.50.

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AIR FORCE SYSTEMS COMMAND is inviting research and development Reserve officer personnel from former Part II and all Part III positions to fill its Part I R&D mobilization positions throughout the command. Air Force Systems Command is now authorized approximately 2,200 Part I positions in all career areas, including R&D. Personnel who are former Part II or Part III Reservists and who are qualified for the new positions with Air Force Systems Command should apply by submitting AF Form 1288 with full career briefs, to the Reserve section of the appropriate Center or Division of Systems Command. Included are AFSC Deputy Command, Aerospace Systems, Los Angeles 45, Calif.; Electronics Systems Division, Hanscom Field, Bedford, Mass.; Aeronautical Systems Division, Wright-Patterson AFB, Ohio; Foreign Technology Division, Wright-Patterson AFB, Ohio; AF Flight Test Center, Edwards AFB, Calif.; Air Proving Ground Center, Eglin AFB, Fla.; AF Special Weapons Center, Kirtland AFB, N.M.; AF Missile Development Center, Holloman AB, N.M.; and Rome Air Development Center, Griffiss AFB, N.Y.

All Divisions and Centers have some R&D positions; in addition, the Foreign Technology Division requires both R&D and Intelligence-type Reservists. Contract Management Regions are particularly interested in individuals who have production and procurement qualifications. Reservists qualified in these areas may submit applications to the Eastern Contract Management Region at Olmstead AFB, Pa.; Central Contract Management Region, Wright-Patterson AFB, Ohio; and the Western Contract Management Region, Mira Loma AFS, Mira Loma, Calif.

THE AIR FORCE FILM LIBRARY CENTER has made several new films available on loan to military and civilian groups. SFP 1090 *Exercise Bright Star/Pine Cone III* highlights troop carrier missions, reconnaissance sorties and fighter strikes, 12½ minutes, black and white. SFP 1079 *Accent on Youth*, features Civil Air Patrol's summer youth program. Narrated by TV's John Daly, the film is a 14-minute black and white production. SAC's underground command post at Offutt AFB, Nebraska, gets a 14-minute color treatment in FR 142 *SAC Film Report Nr. 3—April 1961*. *Missile Fuel, Propellants and Oxidizers* is the subject of TF 1-5584a, a 22-minute color film. AFNR 66 *Air Force News Review Nr. 66*, treats a Reserve readiness demonstration, AF sports events, the T-38 *Talon* and the launch of a *Blue Scout*. AFNR 67 *Air Force News Review Nr. 67* covers the X-15 and B-58 and the successful silo launch of a *Titan*. Both films are 14 minutes, black and white.

The Film Library Center (8900 South Broadway, St. Louis 25, Mo.) says requests should contain the Air Force film serial number and correct titles to avoid delay in processing. Heavy demands on certain films, particularly those on missile and space, make it necessary to request alternate dates and films. All films are 16mm with sound.

AIR FORCE SYSTEMS COMMAND RESERVISTS of the Eastern Contract Management Region of the New York Air Procurement District will meet in a two-day seminar starting on September 30 at Bolling AFB, Washington, D.C. The seminar will consist of a series of briefings on NASA's space flight program, research and development management and review of planned projects for Fiscal Year 1962. Principal speaker will be General Bernard Schriever, commander of the Air Force Systems Command. Col. Oscar J. Bloom, director of the New York Air Reserve Procurement Section, ECMR and members of his staff, made the program arrangements in conjunction with Hq Command, the host organization.

Gen. Curtis E. LeMay, Air Force Chief of Staff (c) and Lt. Gen. Jahn H. Trapnell, commanding general of the XVIII Army Airborne watch intently as the sky fills with parachuting troops and equipment during Swift Strike.

While loadmasters ready a long line of jeeps for a mass paratroop during Swift Strike, C-119s of participating Reserve troop carrier units stand by to deliver from a makeshift airstrip located in the Carolinas.



SWIFT STRIKE

Highlights brush fire warfare

by MSGT Rosaline Levenson, AF Res

Some 10,000 Air National Guardsmen, Air Force Regulars and Air Reservists, joined with Army Regulars and Reservists last month in the Army/Air Force exercise, *Swift Strike*.

The exercise constituted the nation's largest peacetime maneuvers held on other than a military reservation since 1941. However, it was not the first of its kind for Air Reserve Forces and Army units. Similar joint Air Force/Army exercises were held in past years to give Reservists and Guardsmen the opportunity to train with the Regulars in a realistic practice of modern warfare methods. Last year's exercise, *Bright Star-Pine Cone III*, took place on government property in a five-state area along the Atlantic seaboard. This year, under the name, *Swift Strike*, the maneuvers were held almost entirely on civilian domain in the Carolinas.

As in previous years, Army airborne troops and equipment were dropped to theoretical trouble spots by Regular Air Force and Air Reserve aircraft, while Regular Air Force and Air National Guard fighters and reconnaissance aircraft provided tactical support for the war games.

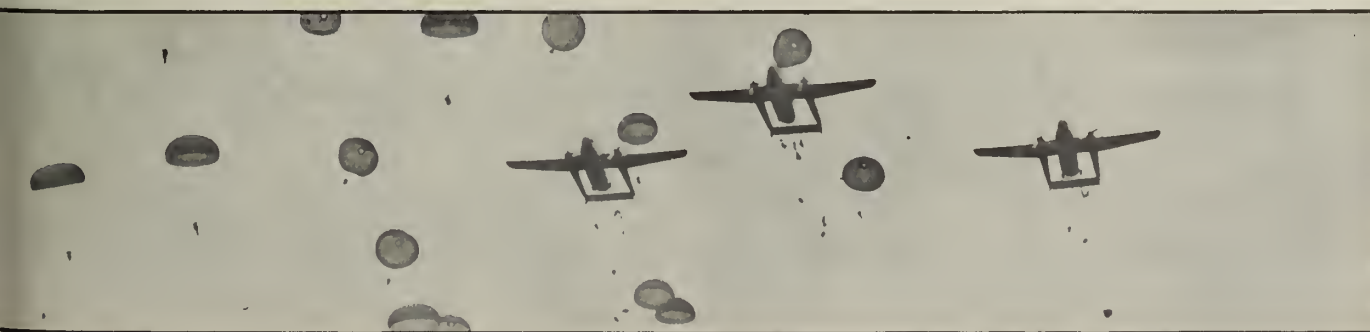
Exercise *Swift Strike* provided immediate practical training in brushfire or limited war fighting for most of the 17 Air Guard units participating in the joint maneuvers. Fourteen of these units have been ordered to active duty on 1 October and might well have been performing a dress rehearsal of the actual role they may soon be called upon to play.

The objective of *Swift Strike* was to test the capabilities of the Air Force and the Strategic Army Corps (STRAC) and their Reserve components to move rapidly into a troubled area and engage in limited or brushfire warfare. Because of the nature of STRAC's function in limited warfare situations, the Army used fewer than 700 of its Reservists in the *Swift Strike* exercise. The Air Force, on the other hand, relied heavily on its Reserve and Air National Guard units to carry out its part of the exercise.

In addition to the Air Force Reserve and Air National Guard units taking part in *Swift Strike*, many individual Air Force Reservists from varying career fields were given tours of duty with the exercise.

That the Air Force's reliance upon Reservists and National Guardsmen contributed in no small measure to the success of the *Swift Strike* operation was seen in the praise heaped upon these civilian-airmen. Brig. Gen. Frank A. Bailey, chief of staff of the Arkansas Air National Guard and commander of the 16th TACAF (Provisional), which took part in the exercise, summed up many views when he gave this observation: "One of the outstanding accomplishments of *Swift Strike* was to provide an opportunity for selected units of the Reserve Forces to perform their assigned mission as part of the Air Force. The participation leaves nothing to be desired, and the Reservists supported and fulfilled every request made by TAC for tactical fighter and tactical reconnaissance and special mission support."

Sgt Levenson is an information technician with the 9238th ARSg, Willimantic, Conn., and a staff member of the University of Connecticut where she handles research assignments for the university's Institute of Public Service. A contributor to this magazine, she covered the Swift Strike exercises.



RESERVE FORCES PLAY KEY ROLE IN...



AIR FORCE BUILDUP

Secretary of Defense Robert S. McNamara met with members of the press at the Pentagon on August 25. He announced, that with the approval of the President, he was directing the Army, Navy and Air Force to order selected units from their Reserve components to active duty on October 1, 1961, in accordance with the program announced by the President on July 25. Air Reserve Forces units ordered to duty will include 10 Air National Guard wings, one tactical control group and seven Air Force Reserve troop carrier wings or squadrons. What follows is a transcript of that conference.

Secretary McNamara: We are issuing orders for the call up of certain Reserve groups... A total of approximately 311 units of which 210 represent Army units, 58 represent Navy squadrons or ships complements, and 33 Air Force squadrons and one control group and certain miscellaneous units in addition for a total approximating 311. In terms of numbers of men they will approximate 76,500—46,500 for the Army, 6,400 for the Navy, and 23,600 for the Air Force. Notifications to all of the units concerned will be going out immediately—today and tomorrow morning. With certain exceptions [none Air Force]... all of the personnel will be ordered to duty October 1.

Q. Secretary of the Army Stahr indicated that if there were no worsening of the Berlin situation these Reserve units probably would not be called. Does this order indicate that you feel the situation has become worse?

A. This action... is in accordance with the original plan that was discussed by the President in his message of the 25th of July and was presented... to Congress on the 26th. You will recall that the Congress passed the Joint Resolution providing for the call up of personnel of approximately 250,000 men the 1st of August and since that time we have been acting to accomplish the plan that was presented... This is all in accordance with that original plan.

Q. Is this buildup permanent to the foreseeable future?

A. A part of it will undoubtedly be permanent, a part of it may be temporary in character depending upon the circumstances we face throughout the world in the months ahead. As you know, we are operating under the Joint Resolution of Congress which provides authority for the call up of personnel for a twelve-month period.

Q. Does it apply to numbers of personnel or to the units?

A. It applies to the numbers, not the units. The units are called under the Joint Resolution of Congress which permits us to retain them on active duty for only 12 months. Any extension of the individual beyond that time would require additional action by the President... or the Congress.

Q. In the meantime, couldn't you organize units to replace them and call up people to duty?

A. Exactly. That's why I say that a portion of the strength is undoubtedly a permanent increase and a portion is very likely to be temporary. But one must separate the permanency of the strength and the totals on the one hand versus the permanency of the assignment of the individuals and the specific units on the other. A portion of the increase is undoubtedly permanent, a portion will be temporary depending upon the circumstances. The exact split between the permanent and temporary I can't give you at the present time and won't be able to for some considerable period.

Q. How long will it take to put these units into shape for combat or overseas duty?

A. It varies by unit. Some units are very close to combat ready at the time of call. Other units will require a longer period of time.

Q. Are any of the previously alerted Air Force squadrons not being called up?

A. Yes, there are seven Air Force squadrons plus one other unit. A total of eight Air Force units that had been alerted that will not be called as a part of this action and will be taken off alert status. Certain additional units have been substituted...

Q. Have the services made any determination to keep on active duty people who would normally be released?

A. The services will retain on active duty certain personnel that were previously scheduled for separation—for varying periods of time. In some cases as short a period as 30 days, in other cases 60 to 90 days. The number of people and the period of time depending upon the recruitment program and the draft program. All of this is being phased together to... accomplish the build-up objectives and... to do so in accordance with the priorities which I stated to Congress that we would follow. [The] priorities are these: we would obtain the additional strength of some 225,000 for all three services first from voluntary re-enlistment, secondly from voluntary recruitment, thirdly from the draft, fourthly from involuntary extension of tour of duty or from call up of Reserve and Guard personnel.

Q. Can you tell us about how long each of these Reservists is likely to serve?

A. There is no way for us to predict the length of the crisis, to predict the length of service. You do know, of course, that we are calling these men under the terms of the Joint Resolution which provides us authority to call them for only a 12-month period. Beyond that I can't be more specific.

Q. Will they have to serve the entire 12-month period?

A. No. I am certain that they would prefer and I'm sure we would be acting in the best interest of the nation to release them as early as possible.

Q. Has any provision been made to take care of the families of men who do not earn the kind of money in the service that they do as civilians?

A. Standard compensation scales of the services apply here. Editor: See "Congressional Hopper" on page 13).

Q. Are we to assume that other individuals would be called up when the 12 months run out?

A. That is correct and also you will recall that the Joint resolution provided authority to call a total of 250,000 men. The program presented by the President provided for a total increase in strength of only 225,000 and a major portion of that... is obtained other than through the use of the authority provided in the Joint Resolution.

Q. Can we expect further call up or further alerts?

A. We believe that the action we have taken today represents the total action required as far as call up of units is concerned to meet the program presented by the President and approved by the Congress.

Q. How would you meet additional needs?

A. By draft and recruitment and individual actions.

Q. Is there any plan now to call up Reservists as individuals?

A. Yes... but the plans are not in shape in which we can discuss them other than to say that we do not plan to call any man as an individual that we can possibly avoid calling by obtaining the same skill through voluntary reenlistment, voluntary recruitment, or the draft. And, therefore, the numbers of men that we plan to call as Reserves shift almost daily as our recruitment and draft figures come in.

Q. Are there any plans to stop dependents from going overseas, or bring any back?

A. There are no plans. No action has been taken... regarding the return of dependents now located in foreign countries. Secondly, dependents of personnel now assigned to European locations, personnel having moved to those locations in recent months, whose dependents have not yet moved, those dependents are continuing to move. Thirdly, those dependents will not move with any additions to the forces in Europe.

Q. Does this mean that in the case of rotation the dependents would not go?

A. It affects Regular troops. At the present time no decision has been made to terminate the movement of dependents with Regular forces in Europe. Any augmentation of forces in Europe will be made by troops moving without dependents.

Q. Does that mean unit moves or individuals?

A. It means unit moves or individuals sent to increment or augment the strength of the forces in Europe.

Q. In this stepup, is there any move to augment the strength of the women's services?

A. No action has been taken to augment the strength of the women's services.

Q. We are still in the Korean war emergency. Can you still call up a million men under the terms of that?

A. No. It is true that we are presently in this country operating under the terms of the Korean emergency but the authority under that is limited. The authority of the President under that is limited and it does not permit him to call up Reserve and Guard personnel without additional action either on his part or on the part of the Congress... The action we are taking today is under the authority of the Congress to call additional personnel.

...Air Guard preparations:

Prior to Secretary McNamara's press conference and upon announcement that certain Air Guard units had been placed on a priority selection list for possible recall to active duty, the National Guard Bureau issued instructions to the state adjutants general and gaining major air commands. They were requested to take necessary actions to insure each priority unit attains maximum combat capability at the earliest possible date.

In line with these instructions, NGB authorized full manning of priority units and requested a freeze on the release of officers and discharge of airmen, except for cause. First and second quarter non-prior service enlistment quotas which had not been filled as of the date of the instructions, and could not be utilized in non-priority units, were reported to NGB for redistribution within the state. Non-prior service personnel on board as of the instructions were ordered to proceed to Lackland AFB, Texas, as scheduled. Priority units were authorized to recruit prior service personnel to meet 100 percent manning requirements as soon as possible. Captains may be recruited against lieutenant positions. Enlisted men up to the grade of staff sergeant may be recruited against positions two grades lower. For example, a staff sergeant may be recruited for either staff, airman first or second class positions.

Recruiting will be conducted on a volunteer basis to fill manning needs; however, if the 100 percent manning requirement is not met by September 30, 1961, a request will be made by the state adjutants general to the Air Reserve Records Center to fill the balance from Air Force Reserve sources.

...Air Force Reserve preparations:

Present members occupying authorized positions in the priority units of the Air Force Reserve which have been ordered to active duty on October 1, 1961, will enter extended active duty with their respective units. Unfilled vacancies will be manned from the following sources and in the following order: Volunteers, draft deferred personnel and selective assignees.

Volunteers may submit applications (AF Form 125, "Application for Extended Active Duty") for extended active duty directly to the Air Reserve Records Center, 3800 York Street, Denver 5, Colorado. If no volunteer or draft deferred personnel are available in the proper grade and AFSC, selective assignees will be called.

A critical shortage of airman-type panel engineers exists. Applications for voluntary recall to active duty are being solicited from all sources, including the USAF Retired List.

Personnel selected involuntarily to fill specified vacancies will be taken from the ranks of those with the least active service. Following this group will be those who have been in a paid Reserve status. In the case of both Air National Guard and Air Force Reserve units, unit integrity will be maintained as far as possible. There is reasonable assurance that Air Guardsmen and Reservists will serve with the same unit with which ordered.

see BUILDUP page 10

BUILDUP from page 9

Involuntary Reservists are allowed by law 30 days notification before entering upon active duty. This may be waived by the Secretary of the Air Force or the individual concerned if he so desires. It is anticipated that an average of 45 days will elapse before involuntary Reservists are notified and entered upon active duty because of the administrative handling of records and the issuance of orders. In the case of volunteers and non-volunteers, orders to extended active duty will include the assignment, alert and order to EAD with the unit, or 30 days subsequent to the official alert, whichever is later.

Reserve officers who have failed for promotion to first lieutenant, or who have twice failed selection for promotion to captain, major or lieutenant colonel, will not be ordered to duty as members of priority units but will be transferred to the Non-affiliated Reserve Section (NARS), Air Reserve Records Center.

...Plans for volunteers:

To augment its strength, the Air Force will build a pool of scientific and engineering talent to draw upon under the Berlin buildup. Air Force Reserve officers, skilled in engineering and scientific fields, will be encouraged to return to active duty. Underscoring Air Force emphasis on voluntary personnel actions, individual Reservists with required skills are being asked to return to duty so that the number to be retained in service involuntarily will be reduced.

Sought for recall are lieutenants and captains who have college degrees and the following skills: 1744B *Weapons Controller (SAGE)*; 1824B/3124B *Missile Launch/Missile Officer (Ballistic Missiles)*; 25xx *Weather*; 261x *Nuclear Research*;

262x *Mathematics*; 263x *Physics*; 265x *Metallurgy*; 271x *R&D Administrator*; 272x *R&D Administrator*; 273x *R&D Staff Assistant*; 281x *Aeronautical Engineering*; 282x *Electronic Engineering*; 283x *Mechanical Engineering*; 30xx *Communications-Electronics*; 4344 *Aircraft Maintenance Officer*; 5516 *Civil Engineering Staff Officer*; 5525 *Base Engineer*; 5544 *Maintenance Engineer*; 5554 *Utilities Engineer*; 6034 *Surface Transportation Officer*; 6424 *Supply Officer*; 6854 *Electronic Data Processing Officer*; 8044 *Intelligence Photo-Radar Officer*.

Also considered for voluntary recall are lieutenants and captains qualified for cross training in one of the following courses: OBR 1744B *Weapons Controller (SAGE)*; OBR 1821B/3121B *Missile Launch/Missile Officer (Ballistic Missiles)*; OBR 3031 *Communications Officer*; OBR 3041A *Ground Electronics Officer (ECCM)*; OBR 3041B *Ground Electronics Officer (Electronics)*; OBR 4341 *Aircraft Maintenance Officer*; OBR 6031 *Surface Transportation Officer*; OBR 6421 *Supply Officer*; OBR 8041 *Intelligence Photo-Radar Officer*.

It is not anticipated that individual Reservists will be ordered to active duty for flying duties. Officers who have been involuntarily released from EAD will not be considered for recall except in rare and unusual cases. Officers must not be over age in grade under AFR 45-26; they also must possess at least a bachelor's degree.

Although this program primarily is for officers in the squadron grades, five percent of those officers returned to EAD may be in the grade of major provided they are outstanding and their qualifications are not otherwise obtainable in the lower grades. They must be fully qualified in their current AFS since they will not be recalled for cross training.

UNITS CALLED FOR DUTY...

Twenty-five units of the Air Reserve Forces have been selected for recall to active duty. Representing 20 states and the District of Columbia, 18 Air National Guard units have received orders. Seven troop carrier units of the Air Force Reserve have also been ordered to duty. The units operate F-84F, F-86H and F-100C tactical fighters, RF-84F reconnaissance planes and C-97 and C-124 transports.

Hq, 108 TFWg (McGuire AFB, N.J.); 141 TFSq; 108 A&E Maint Sq; 108 CAMRON; 108 ABGp, Hq; 108 Supply Sq; 108 Trans Sq; 108 Air Police Sq; 108 CE Sq; 108 Ops Sq; 108 Tactical Hosp; 119 TFSq, Atlantic City NAFEC, N.J.; 149 TFSq, Byrd Fld, Sandston, Va.

Hq, 113 TFWg (Andrews AFB, Md.); 121 TFSq; 113 A&E Maint Sq; 113 CAMRON; 113 ABGp, Hq; 113 Supply Sq; 113 Trans Sq; 113 Air Police Sq; 113 CE Sq; 113 Ops Sq; 113 Tactical Hosp; 120 TFSq, Buckley ANG Base, Denver, Colo.; 136 TFSq, Niagara Falls MAP, N.Y.

Hq, 117 Tac Recon Wg (Birmingham MAP, Ala.); 106 Tac Recon Sq; 117 A&E Maint Sq; 117 CAMRON; 117 ABGp, Hq; 117 Supply Sq; 117 Trans Sq; 117 Air Police Sq; 117 CE Sq; 117 Ops Sq; 117 Tactical Hosp; 117 Recon Technical Sq; 153 Tac Recon Sq, Key Fld, Meridian, Miss.; 160 Tac Recon Sq, Dannelly Fld, Montgomery, Ala; 184 Tac Recon Sq, Ft Smith MAP, Ark.

Hq, 131 TFWg (Lambert-St. Louis MAP, Mo.); 110 TFSq; 131 A&E Maint Sq; 131 CAMRON; 131 ABGp, Hq; 131 Supply Sq; 131 Trans Sq; 131 Air Police Sq; 131 CE Sq; 131 Ops Sq; 131 Tactical Hosp; 169 TFSq, Greater Peoria Apt, Ill.; 170 TFSq, Capitol Apt, Springfield, Ill.

Hq, 102 TFWg (Logan IAP, Boston, Mass.); 101 TFSq; 102 A&E Maint Sq; 102 CAMRON; 102 Air Police Sq; 102 CE Sq; 102 Supply Sq; 102 Tactical Hosp; 131 TFSq, Westfield-Barnes Apt, Mass; 102 ABGp, Hq; 102 Ops Sq; 102 Trans Sq; 138 TFSq, Hancock Apt, Syracuse, N.Y.

Hq, 122nd TFWg (Baer Fld, Ft Wayne, Ind.); 163 TFSq; 122 A&E Maint Sq; 122 CAMRON; 122 ABGp, Hq; 122 Supply Sq; 122 Trans Sq; 122 Air Police Sq; 122 CE Sq; 122 Ops

Sq; 122 Tactical Hosp; 112 TFSq, Toledo Express Apt, Ohio; 113 TFSq, Hulman Fld, Terre Haute, Ind.

Hq, 121st TFWg (Lockbourne AFB, Columbus, Ohio); 166 TFSq; 121 A&E Maint Sq; 121 CAMRON; 121 ABGp, Hq; 121 Supply Sq; 121 Trans Sq; 121 Air Police Sq; 121 CE Sq; 121 Ops Sq; 121 Tactical Hosp; 162 TFSq, Springfield MAP, Ohio; 164 TFSq, Mansfield MAP, Ohio.

152 Tac Control Gp, Hq (Roslyn ANG Station, N.Y.); 106 Tac Control Sq; 102 AC&W Sq, Howard, R. I.; 101 AC&W Flt, Worcester ANG Base, Mass.; 103 AC&W Sq, Milford & Trumbull Fld, Groton, Conn.; 108 AC&W Flt, Hancock Apt, Syracuse, N.Y.; 123 AC&W Sq, Blue Ash, Ohio; 112 AC&W Flt, State College, Pa.

Hq, 133d ATWg (Minn-St Paul IAP, Minn.); 133 ATGp, Hq; 133 Aeromedical Evacuation Sq; 109 ATSq; 109 Aeromedical Evacuation Flt; 133 ABSq; 133 CAMRON; 133 USAF Disp; 157 ATGp, Hq, Grenier Fld, Manchester, N.H.; 133 ATSq; 133 Aeromedical Evacuation Flt; 157 ABSq; 157 CAMRON; 157 USAF Disp; 109 ATGp, Schenectady City Apt, N.Y.; 139 ATSq; 139 Aeromedical Evacuation Flt; 109 ABSq; 109 CAMRON; 109 USAF Disp.

Hq, 146th ATWg (Van Nuys Apt, L.A., Calif.); 146 ATGp, Hq; 146 Aeromedical Evacuation Sq; 115 Aeromedical Evacuation Flt; 115 ATSq; 195 Air Trans Sq; 195 Aeromedical Evacuation Flt; 146 ABSq; 146 CAMRON; 146 USAF Disp; 138 ATGp, Hq, Tulsa MAP, Okla; 125 ATSq; 125 Aeromedical Evacuation Flt; 138 ABSq; 138 CAMRON; 138 USAF Disp.

Weather Flights: 101st, Logan IAP, Boston, Mass.; 113th, Hulman Fld, Terre Haute, Ind.; 121st, Andrews AFB, Md.; 125th, Tulsa MAP, Okla.; 131st, Barnes Apt, Westfield, Mass.; 163d, Baer Fld, Ft. Wayne, Ind.; 164th, Mansfield MAP, Ohio; 195th, Van Nuys MAP, L. A., Calif.

Air Force Reserve Units: 435th TCW, Homestead AFB, Fla; 77th TCSq, Donaldson AFB, S.C.; 78th TCSq, Barksdale AFB, La; 442nd TCW, Richards-Gebaur AFB, Mo.; 305th TCSq, Tinker AFB, Okla.; 303rd TCSq, Richards-Gebaur AFB, Mo.; 304th TCSq, Richards-Gebaur AFB, Mo.

There is a stairway to the stars! It began in thought long ago, and now science lets man take the trip. In this age of space, more and more people can journey there in reverie while the search for knowledge of the universe snowballs among the young and their elders alike. . . .

The extent of air and space perception—still confined by most to home-reen viewing of space shoots and the home-delivered chronicles of the day—a fast growing concern.

While scientists probe the cosmos with satellites and human beings, aerospace education is being beamed at young and old by private and federal agencies on a magnitude paring the three R's.

"Back to School" advertisements this time of year, a few eons hence, might well read: "Special This Week—A. K. Brand' Space Suits Reduced!" or "Vernier Rocket Reloads for that Care-free Vacation!" And in the meantime, the impact of aerospace education will have permeated every home through the work of many private and federal agencies on a national level. The aerospace language of the masses will progress in percipience as the age of the auto has from the first days of the horseless carriage."

The Air Force and the Civil Air Patrol, its junior partner, actually engendered ten years ago the present education program that now is an adjunct of other military services, the Federal Aviation Agency, NASA, major airlines and aircraft manufacturers. The National Aviation Education Council and the new Aerospace Education Foundation of the FAA, both private cooperative agencies, and the United States Office of Education join the growing force expounding air and space.

Teaching aviation—now aerospace—other than CAP members began in 1951 with a lone teachers' workshop on the island of Puerto Rico, under the auspices of CAP-USAF and CAP's Puerto Rico Wing. It has grown more than one hundred-fold, the only organized program of its type.

Imminent atop this inverted educational pyramid are two fresh examples that show the profundity of the aerospace education operation throughout this country, assisted this year for the first time by Air Reservists under training duty orders.

At Murfreesboro's Middle Tennessee State College, Dr. Bealer Smotherman, a college department head and mentor of its recent 8th annual workshop, is a CAP lieutenant colonel and Southeastern Region educator. He reports that the month-long session, sponsored by the Tennessee Aeronautics Commission, saw a hundred Tennessee teachers from more than 50 state school systems—each on a substantial aerocommission scholarship—delve into mysteries of space that became less enigmatic as imported experts presented their lectures.

Two Air Force Reserve officers on training duty to assist the workshop—a math teacher from Crossville, Ill., and a Nashville school principal—added their own talents to the array of masters like Dr. T. C. Helvey, biophysics professor at the University of South Florida, who lectured on flight conditions for man in Project *Apollo's* forthcoming round trip to the moon.

It's a long way from Alabama's Marshall Space Flight Center but its director, the celebrated space scientist Dr. Wernher von Braun, recently talked to 83 teachers at CAP's Alaska Wing workshop at Elmendorf AFB, Anchorage, about the "booster of boosters"—the *Saturn* program. In this group were 25 teachers from "the South 48" as Alaskans term the "other part of the USA." NASA was there, too—Space-

mobile and all—for the conjunctive Space Symposium, lending its support to Civil Air Patrol and the University of Alaska backers. Also attending were a "baker's dozen" teachers from an International Aerospace Workshop, on a polar round-the-world study flight. CAP's national headquarters in Texas sent its chief of staff, Colonel John A. Way, USAF, and his only civilian deputy, national CAP Aerospace Educator Charles W. Webb, the man who directs those CAP educationists throughout the 50 states who help develop these CAP-led events.

Since 1954, when Civil Air Patrol first established its aerospace text book program—there are seven texts, with work books, film strips and records—more than a million volumes have been sold. Their revenue is placed in a revolving fund which enables revisions and production of more books to meet the increasing demand.

The Civil Air Patrol's decade-old aerospace education bandwagon has a lot of company now. Fortunately, it is a cooperative endeavor which has grown from the one 1951 CAP session in Puerto Rico to 117 workshops of 6,000 persons this year. The competition lies only in the effort being made in this country to instill in its people the yen for knowledge of air and space greater than that of our adversaries.

CIVIL
AIR
PATROL



With a space capsule mockup for background, Dr. T. C. Helvey tells rapt audience at Murfreesboro, Tenn., about flight conditions for man's first trip to the moon. Reservist Capt. Robert Gregg, on active duty training at Middle Tennessee State College's aerospace workshop, lectured on aerial navigation.

Cross Country



FLYING SAFETY AWARD — The 145th Aeromedical Transport Squadron (AMTRON), Ohio Air National Guard, recorded another accident free flying year in 1960 at Akron-Canton Airport. Since March 1956, Ohio ANG units at Akron-Canton have logged nearly 10,000 accident free flying hours in C-46 and C-119 aircraft. To earn the Military Air Transport Service plaque the squadron accomplished 395 air evacuation missions in its fleet of five C-119s and logged 2,155 accident free flying hours under day, night, instrument and weather conditions.

LOMBARDO LAND, U.S.A.—The musical stylings of band leader Guy Lombardo are now in the 14th year of teaming up with the Air National Guard. The weekly 25-minute radio program originating in New York City is carried by more than 200 Mutual affiliated stations across the country. Lombardo's long association with the ANG has helped to make the king of dance bands a favorite among Guardsmen, not only for the musical entertainment he provides but also for timely tidbits of information about the Guard program. This year, for the first time, the Lombardo shows have been supplemented with on-the-spot interviews of key ANG personnel and field leaders.

Briefs

2nd Lt. Linda G. Keeling is believed to be the first Reserve nurse commissioned from airman ranks among the nation's 10 Air Reserve hospital units. A former airman second class, Lt. Keeling graduated from nursing school recently but has been a member of the 622d USAF Hospital (Reserve) at Carswell AFB, Texas since 1958 . . . The role of Reservists in bolstering the country's regular components was deftly illustrated during a two week training tour of Philadelphia's 51st Casualty Staging Group at Dover AFB, Del. Capt. Joseph Wein of the 51st filled a vital vacancy on the staff at the Dover AFB Hospital as the only anesthetist connected with the unit. The immediacy of the need was emphasized on the very first day when Capt. Wein administered anesthesia for three operations.

Some efficient liaison work by MSgt. A. W. Bang, and continuous recruiting and local publicity through newspapers have enabled members of Flight C of the 9693d ARS, Eldorado, Iowa, to have an enviable record. On a per capita basis (4.5 per thousand) the flight obtains its 14 regular members from a population of slightly over 3,200. In addition, the unit boasts 100 percent enrollment in ECI courses, sponsors a local Air Explorer squadron and supports an annual Christmas "Toys for Needy Children" drive.

Capt. Dave Stead of the 9215th ARS, a New York City commercial artist, has designed a new insignia for Air Training Command. The new insignia was the outgrowth of a need for a color emblem in ATC's recruiting campaigns.

New commander of the 111th Fighter Group (AD), Pennsylvania ANG at Philadelphia is Lt. Col. Alexander M. Lyon. As a civilian, Col. Lyon is an executive pilot for the Scott Paper Co., at nearby Chester . . . Lt. Col. Robert J. Griswold, Kentucky Air Guardsman and wing inspector of the 123d Tactical Recon Wing at Louisville, is now attending

a 10-month War College Course at Maxwell AFB, Ala. A former Reservist assigned with the 436th TCW, Col. Griswold joined the ANG in 1953 . . . Lt. Col. John C. Makely, commander of New Jersey ANG's 141st TFS, at McGuire AFB has received the *Air Force Commendation Medal*. Makely's squadron has captured four awards during his three years as commander for outstanding flying accomplishments. Included are the Spaatz Trophy, Air Force Association Trophy, National Guard Operational Readiness Award and 14th Air Force Flying Safety Award . . . Wisconsin Air Guard's 128th AC&WSq., Billy Mitchell Field, Milwaukee, staged a review honoring retiring Col. Thomas A. Ramey. During WWII Col. Ramey flew 21 missions as a B-24 pilot, was twice shot down over Germany, and spent a year as a POW. He commanded the Ground Observer Corp in Korea in 1953.

SPECIAL MEETING from page 5

to increase the paid drill periods from the present authorized 24 to 48.

- Recommended that the Air Staff closely scrutinize the present unit manning documents of all priority Air Guard and Reserve units to determine the adequacy of manning to perform their assigned mission.
- In view of the fact that airline carriers have reported that a shortage of pilots to meet civilian reserve air fleet no longer exists, the Committee recommended that pilot flight navigators, flight radio operators, flight engineers, key support personnel and those in key and managerial positions in the air transport industry not be precluded from assignment to the *Ready Reserve*. The Committee emphasized the fact that all personnel in the *Ready Reserve*, including those of the air transport industry, have signified their intentions and availability to serve in the event of mobilization.
- The Senate Appropriations Committee has made a strong recommendation that concerted effort be made to equip, man and train the Air Guard units to the highest degree possible to insure maximum operational readiness. It is the opinion of the Committee that the intent of Congress was to recommend and endorse improvement of the combat readiness of not only alerted units, but of the balance of the residual forces of not only the Air Guard but the Air Force Reserve. In line with this opinion, it was recommended that immediate action be taken to bring the authorized strength of all units to full manning; that additional school spaces be provided to sufficiently support the training requirements of non-alerted units; that immediate action be taken to authorize a minimum of 150 hours per pilot per year for jet pilots and 200 hours per pilot per year for conventional transport and troop carrier pilots of both the Guard and Reserve.
- Recommended that the training and utilization of Research and Development Reservists be reexamined with a view toward maintaining their constructive contributions. This action was brought about by the elimination on July 1, 1961 of Part II R&D flights, which has been offset somewhat by an increase in Part I positions. The main consideration is the utilization of those R&D Reservists for whom authorized positions exist, rather than to seek to establish formal R&D units. The Committee believes that the most effective utilization of the R&D Reservist may be made *now* as well as on M-Day. Therefore, it recommended that this problem be referred to each major air commander requiring R&D skills for favorable action.



Pentagraphs

Y 62 OFFICER PROMOTIONS: Air Reserve Records Center announced that ROPA promotion boards began meeting in August and will continue until June 1962 to consider selection of more than 50,000 non-active duty Reserve officers from all grades. The first board—lieutenant to captain — met August 1-25 to consider 10,000. Captains to major will be considered by a board that meets October 16-27 when a total of 12,000 eligibles will be reviewed. Lieutenant colonels aspiring to colonel will get their chance on May 7-18, 1962, when 1,300 eligibles will be considered. Majors shooting for lieutenant colonel comprise a small group and an estimated 1,200 will be run through the board January 8-12, 1962. Other boards considering even smaller groups—600 or less—will review second lieutenants to first lieutenant September 5-6, 1961, and March 5-6, 1962. Unit vacancies of all ranks will be surveyed June 11-12, 1962. No dates fixed for general officers.

* * *

PROMOTION SCOREBOARD: The colonels' selection board which met at Air Reserve Center, Denver, Colorado, in May has selected 811 officers out of a total of 9,228 under consideration for promotion to colonel, Reserve of the Air Force. The promotions were effective July 1 and involved 3,759 active duty officers, of which 371 were selected and 1,469 non-active duty with 440 selected.

* * *

AIR STAFF REORGANIZATION: Now that everyone is getting used to referring to ARDC (Air Research and Development Command) as AFSC (Air Force Systems Command) and AMC (Air Materiel Command) as AFLC (Air Force Logistics Command), Hq USAF has made changes at the Air Staff level. The old DCS/M (Deputy Chief of Staff, Materiel) now becomes DCS/S&L (Systems and Logistics) and DCS/D (Development) is replaced by DCS/R&T (Research and Technology). The reshuffle also sets up such projects as "Minuteman" and the B-70 as individual system staff offices (SYSTOs). The change represents a more direct avenue to top-side, officials indicated.

* * *

ENCHILADA AIR FORCE: The 105th Fighter Group (Air Defense) of the New Mexico ANG says it has spots for jet pilots, 20 to 27 years of age. The unit, which is located at Kirtland AFB, near Albuquerque, boasts F-100As, ideal climate, plentiful housing and rentals, with good local job opportunities.

"THE AIR FORCE STORY": USAF has re-released its very successful television series, "The Air Force Story." The latest release includes four new chapters never before available for telecast. The current series will have 30 chapters, each approximately 14 minutes in length; however, two chapters can be coupled to make a half-hour telecast. These films are presented as an Air Force public service and are distributed through the USAF Film Library Center, 8900 South Broadway, St. Louis 25, Mo.

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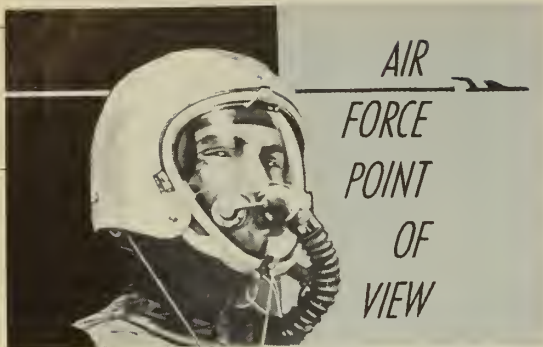
CONGRESSIONAL HOPPER: Action following the President's request for mobilization of 250,000 indicated that individual "sacrifice" will be alleviated wherever possible. Thousands of Guardsmen and Reservists face anxieties over home mortgage obligations they will be unable to meet on service pay. Legislation has been proposed to grant a moratorium on principal payments on federally insured or guaranteed mortgages for Reservists and Guardsmen called to active duty after August 1, 1961, if they are unable to meet such payments while so serving.

* * *

ECI NOTE: The Extension Course Institute says that during a short period in April a mechanical error in their automatic data processing system failed to record some grades on tape. Because of this error, a few students were cancelled erroneously for nonparticipation. ECI requests that any students cancelled for nonparticipation on or about April 20, 1961, communicate with them so that the errors can be corrected Course 7513, Education Technician, temporarily suspended in March has been reactivated Warrant officers in the grades WO-3 and WO-4 who have completed the Squadron Officer School Correspondence Course, are now eligible to enroll in the Command and Staff College Correspondence Course.

* * *

AF CONTRACTS: Seven high unemployment areas in the U.S. are gaining some economic relief by the awarding of Air Force contracts for aircraft, jet engines, helicopters and other equipment. USAF said these areas will get the lion's share of \$141 million involved in 13 different contracts. Two contracts were let in Los Angeles, Calif.; two in Akron and Toledo, Ohio; one in Camden, N. J.; one in Stratford, Conn.; and one in Flint, Mich.



SOVIET'S CIVIL DEFENSE . . .

"Most serious United States students of Soviet civil defense are now agreed that the Soviets are supporting an active and very substantial program" according to Dr. Leon Goure of Rand Corporation in a letter published by the *New York Times* on July 23. He also stated:

"The Soviet Union is seriously and actively engaged in a civil defense program within the limits of a budget considerably larger than the one allocated to such a program in the United States.

"Not only do . . . published reports generally bear out Khrushchev's claim that 22,000,000 trained persons are serving in the civil defense organization, including numerous units in city blocks and apartment houses, but they also provide a good deal of information on the current state of the mass-training program, the existence of shelters, (including some in Moscow), unit exercises, and the availability of essential equipment."

SELECTIVE DESTRUCTION . . .

In an article in the latest *SperryScope* quarterly Gen. Dean C. Strother, Air Force Deputy Chief of Staff, Operations, wrote:

"The manned bomber is the best practical means available for destroying many significant military targets. If you will, visualize the targeting situation some years from now when the United States and its potential enemies possess large quantities of mobile missiles. Certainly, missiles cannot seek out and selectively destroy opposing mobile missiles. In addition, we can expect many

"Wide knowledge and the free interchange of thought are essential to the growth and vitality of our Nation. Our political and social institutions depend for their perpetuation and strength upon an informed, responsible, and confident people." — Pres John F. Kennedy in Proclamation on American Education Week

of the important military targets to be concealed or at least inexactly located to such an extent that it is impractical to use a missile against them. . . .

"Since we have no reason to destroy population centers as such, there is another category of targets for which missiles are not yet considered the best weapon because of their limited accuracy. These are the high-priority targets in or near cities. The destruction of these targets will require smaller yield weapons delivered with pinpoint accuracy. . . .

"Today we have radars undergoing flight test which have such high resolution that the radar scope, or picture, shows individual buildings, runways, taxiways, and large bomber or transport type aircraft on an airdome. With this resolution for radar navigation position-fixing and target discrimination, small-yield nuclear weapons can be delivered with high accuracy. High priority military targets can be attacked with minimum damage to any surrounding areas.

"When we review the tasks which must be accomplished to insure that the United States will be victorious in any future armed conflict, we find our military force must be comprised of various weapon systems which possess these essential characteristics: a high degree of survivability; short reaction time from launch to target; high accuracy of warhead delivery against all types of targets; and great selectivity of weapons effects. There is universal agreement in the Air Force that the characteristics of both manned and unmanned weapon systems will be necessary to achieve our national objectives."

OUR SPACE PROGRAM . . .

AFSC Commander Gen. B. A. Schriever, said recently that it is obviously too early to predict the use of all our space knowledge; but the military threat and the military advantages of space are evident. Also evident are the peace-time uses of satellites for such purposes as communications and weather prediction. He added, "It is time to take seriously the challenge of space. We must strengthen our military space program for the decade ahead so that we provide maximum support for the president's proposal for an early manned lunar landing and return, and develop the basic space capabilities required for future military utilization of space."

Besides needing the ability to place reliably large payloads in orbit he said we must be able to:

- navigate and maneuver
- deorbit and land
- transport, support and utilize man in space
- rendezvous
- construct manned and unmanned stations.

"Our national space program will open many new avenues for strengthening our military posture once large payloads and maneuverable orbits can place a man in a functional role in space," Gen. Schriever said.

DYNA-SOAR . . .

The military research test vehicle *Dyna-Soar*, "is the most advanced manned aerospace research system now under development by the USAF," according to Brockway McMillan, Asst. Sec. of the Air Force for Research and Development. He recently told the House Committee on Science and Astronautics:

"The object of the development is to obtain the technology and demonstrate the capability for manned space flight characterized by the *positive recovery* of men and equipment from space m



ions. Such flights will end with landings at typical air bases in a routine, operationally supportable manner and with the inherent reliability of piloted aircraft.

"The program is a joint USAF-NASA development and test effort, directed and funded by the Air Force.

"A unique combination of aircraft, missiles and satellite technology is embodied in the *Dyna-Soar* development. The manned space glider will be boosted by a modified *Titan II* ICBM booster to near orbital velocity. Then it will re-enter the atmosphere maneuvering under the control of the pilot as is designed to land at a preselected air base.

Under Control

"The distinctive feature of *Dyna-Soar* aircraft will be its ability to re-enter the atmosphere from satellite speed, then like an airplane land under control of the pilot. This is contrasted to the ballistic re-entry of the *Discoverer* and the *Mercury* capsules which descend by parachute into the sea and are recovered by prepositioned Air Force or Navy units.

"*Dyna-Soar* depends on molybdenum, columbium, dense graphite and nickel alloys to withstand re-entry heating and to re-radiate the heat.

"It is planned to reuse the *Dyna-Soar* gliders after normal servicing.

"The *Dyna-Soar* test program first provides for subsonic, transonic and low supersonic flights, launched from a C-52 at Air Force Flight Test Center, California. This is similar to the X-15 program. . . . Operation of the glider aircraft and all its sub-systems will be tested and pilots will be trained by this means.

"Following this are *Titan*-launched tests to hypersonic and sub-orbital velocities from Cape Canaveral on the Atlantic Missile Range. A few unmanned flights will precede the piloted flights. In this phase unmanned flights will precede the piloted flights. In this phase the capability for manned orbital re-entry will be demonstrated up to the speeds possible with the *Titan II* booster. In the piloted flights the gliders will be landed at island air bases downrange.

Larger Boosters

"Later it is planned to use larger boosters (not yet selected) to launch the *Dyna-Soar* glides eastward into orbit. Initially these will be once-around flights with landings at Air Force Flight Test Center, California. Flight testing in the orbital regime will include the evaluation of the tasks the manned vehicle can do in space. This follow-on research program is in the planning phase.



"The principal *Dyna-Soar* contractors are the Boeing Company, Seattle, Washington, for the glider and overall system integration, and the Martin Company, Baltimore, Maryland, for the modified *Titan II* boosters. Numerous other associated contractors and sub-contractors throughout the country are also engaged in developing and producing sub-systems for the *Dyna-Soar* program. The program is directed by the Air Force Systems Command.

"The program has had \$87.7 million applied to the active development through FY 1961. For FY 1962 the Department of Defense budget includes \$100 million in research and development funds, plus \$7.5 million in the Military Construction Program. Anticipating the quickened pace of manned space flight, the Air Force in October 1960 began studying plans to put *Dyna-Soar* into orbit as soon as practicable."

ON FALLOUT PROTECTION . . .

In a nuclear attack on the United States, several million Americans—perhaps several tens of millions—might be killed. No program of civil defense

could save all of these people, but a comparatively modest civil defense program can provide a great deal of protection for people who are not close to points of detonation.

As you know, thermonuclear explosions inflict damage in three ways: by blast, by heat, and by radiation. The instantaneous effects of blast and heat from a nuclear detonation can devastate an area within as much as 5-10 miles of ground zero. Secondary fires may spread somewhat farther. If the nuclear explosion were at or near ground level, radioactive particles would form a cloud that could drift downwind as far as 200 miles, exposing the population wherever it falls to lethal doses of radiation.

The best protection against this radioactive fallout is a massive barrier of dense material. The greater the mass, the greater the protection. The damaging effects of radiation on the human system are largely cumulative, but in most areas survivors could leave a shelter after two weeks, and in some areas after a few days or even hours.

The augmented civil defense program proposed by the President is designed to protect the American people primarily against the dangers from fallout. Protection against fallout is much less expensive than protection against blast and can be highly effective. A megaton-yield weapon can destroy the heart of a city. But a near-miss, up-wind could also wipe out the city's population, unless citizens know how to take advantage of the time following warning or the burst of a nuclear weapon to seek previously identified and prepared fallout shelter. (Secretary of Defense Robert S. McNamara before House Committee on Armed Services, July 28, 1961.)

NUCLEAR AND NON-NUCLEAR CAPABILITIES

(statement made before
Senate Committee on Armed Services,
July 27, 1961)

"We need to expand the range of military alternatives available to the President in meeting the kind of situation which may confront us in maintaining our position in Berlin.

"I want to make clear, however, this does not mean we are lessening the effectiveness of our tactical nuclear capabilities. As I pointed out to your Committee earlier this year, 'Even in limited war situations we should not preclude the use of tactical nuclear weapons, for no one can foresee how such situations might develop.'

"What we are proposing now is not only to strengthen our nuclear capabilities but also to increase our non-nuclear capabilities to provide a still greater degree of versatility to our military forces."

ROBERT S. McNAMARA
Secretary of Defense



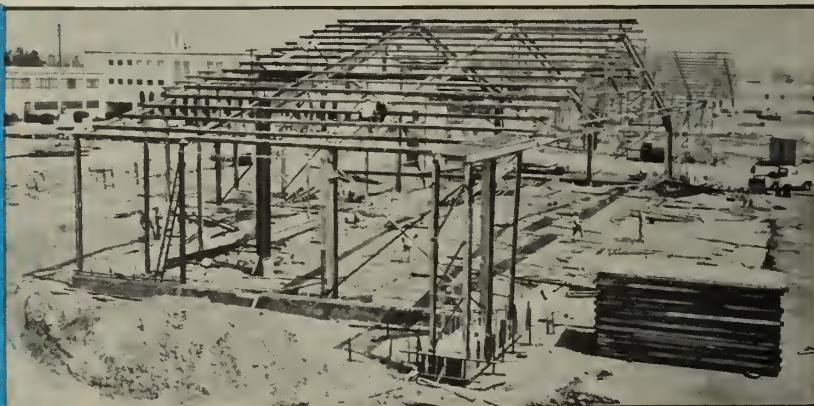
DEPARTMENT OF THE AIR FORCE
THE AIR RESERVIST
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USAF Recurring Publication 30-1
NO. 30H 9-61-408,342

Major Ted Lawton climbs into his inflated life raft during a water survival test at Otis AFB, Mass., for air crews of the 106th Aeromed Transport Gp., from Floyd Bennett Fld., N.Y. Drills were part of the ANG unit's summer training stint.



Two new C-97 Stotrafreighter hangers of the California Air National Guard's 146th Air Transport Wing have started to take shape at Van Nuys Airport. The million dollar project of flight line improvements also includes maintenance buildings, runway paving and a transport control passenger center scheduled for completion sometime in September.

Reserve Camera



Staking their claim as the first Air Force Reserve aircrew to resupply Point Barrow, Alaska, northernmost military station outside the Arctic Circle, was this hearty crew of the 302d TCW at Clinton County AFB, Ohio. In 1958 the 302d pioneered AF Reserve operations to Alaska, a 10,000 mile round trip.

One of the 1,600 visitors attending the ANG 1st Comm Sq's 3rd Annual Open House at North Highland, Calif., was Miss Morci Vander Pauwert, area beauty queen. CMSgt Col Burnside explains the operation of radio equipment.



With a complement of 18 officers and 61 airmen, the 931st Air Force Reserve Recovery Squadron began its operation mid-July as Florida's first Recovery unit at West Palm Beach. Activation orders were presented to Lt. Col. Bills, command.

Reference

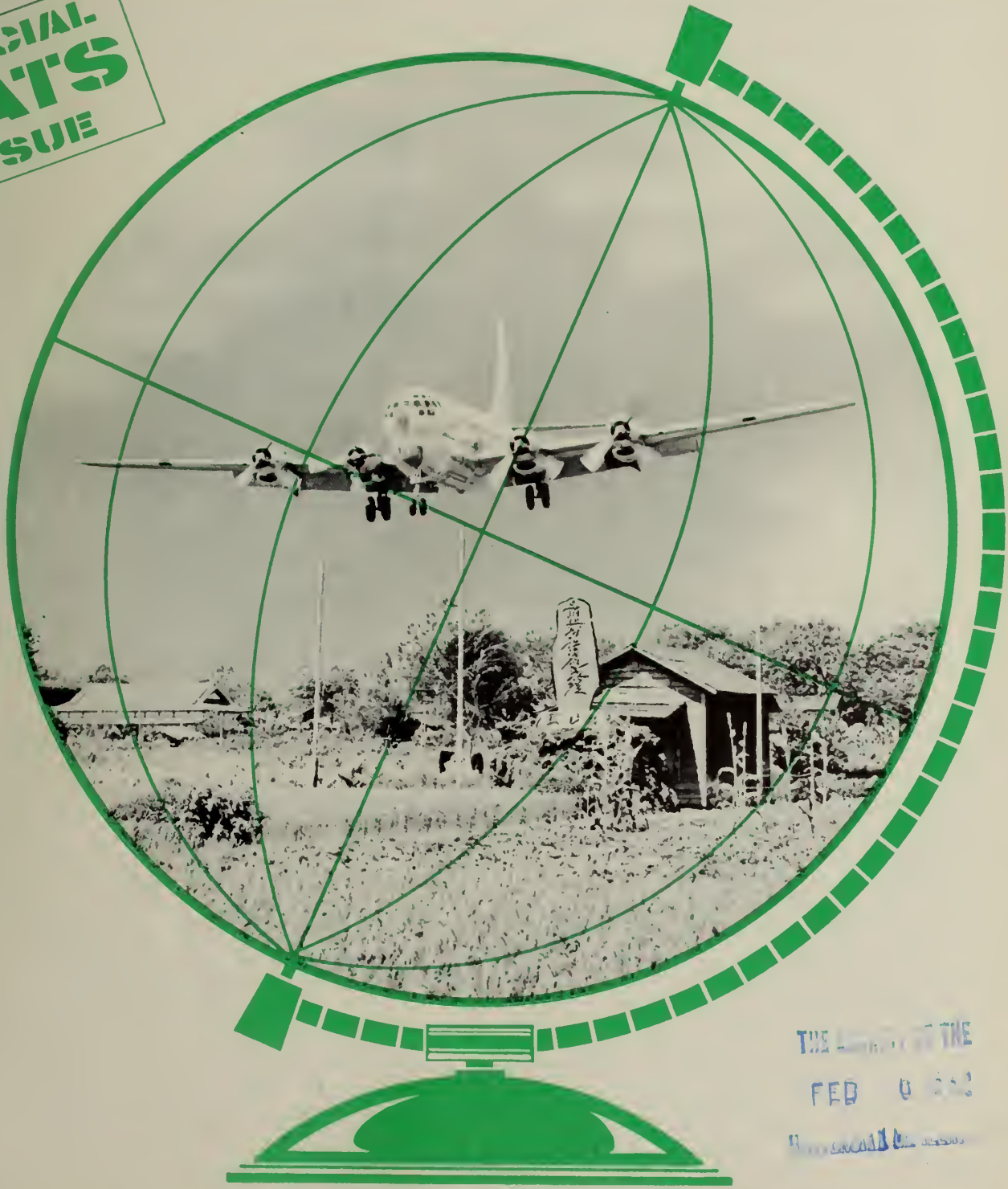
OCT.-NOV. 1961

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THE AIR RESERVIST

OFFICIAL MAGAZINE OF
THE AIR RESERVE FORCES

SPECIAL
MATS
ISSUE



THE AIR RESERVIST
FEB 0 1962
U.S. AIR FORCE

WICKS TROPHY EVENT FEATURES ANG GLOBAL CONCEPT - page 8

"Quote..."

LT. GEN. JOE W. KELLY, COMMANDER, MATS:

• "The Air National Guard airlift wings, their support units, and the ANG Weather Flights called to active duty with the Military Air Transport Service have been working very hard during the past month. Everyone concerned within the combat globility of our Armed Forces—and with the strategic airlift forces that make it possible—has been heartened by the dedication and capability these units have demonstrated. The outstanding Ricks Trophy Event performance was a typical example.

• "Despite the personal sacrifices the October 1 federalization brought to many, these Guardsmen and Reservists have been performing their active duty assignments at a consistently high professional level. Under their stepped up training programs we expect them to reach full operational capability in minimum time.

• "I know from personal observation that all the other Reserve Forces units assigned to MATS for supervision of training and inspection, both Air National Guard and Air Force Reserve, have this 'can do' spirit.

• "Certainly, we in MATS are proud to serve with these individuals and units in the common cause of our national security."

THE AIR RESERVIST

OFFICIAL MAGAZINE OF
THE AIR RESERVE FORCES

VOL. XIII—No. 9

NOVEMBER 1961

AIR FORCE RESERVE AIR NATIONAL GUARD
CIVIL AIR PATROL

General Curtis E. LeMay
Chief of Staff, United States Air Force

Maj. Gen. Robert E. L. Eaton
Ass't Chief of Staff Reserve Forces, USAF

EDITOR

Fred E. Giachino

ASSOCIATE EDITOR

Earl E. Lane

STAFF WRITER

MSGt. Paul E. Collins

SPECIAL EDITION ASS'T. EDITOR

Tom Cole

The Air Reservist is an official publication of HQ USAF approved by the Secretary of the Air Force in accordance with Section 278, Title 10, U.S. Code. This section requires the dissemination of complete and up-to-date information of interest to the Air Reserve Forces.

Editorial Office: The Air Reservist
P.O. Box 423, Balling AFB, Washington 25, D. C.

The material contained in The Air Reservist is listed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by Hq. USAF.

(These people represent a cross section of key Reservists who help make the program click.)

MAJ. GEN. JOHN P. HENEGBRY, a Chicago executive, is the top M-Day assignee in MATS. His Reserve assignment is as deputy commander for Augmentation Forces of MATS. His previous Reserve assignment was as special assistant to the director of Operations, USAF. A World War II pilot, Gen. Henebry flew 214 combat missions with 587 combat flying hours in the Southwest Pacific theater. Recalled in 1950, he served as vice commander and commander of the 315th Air Division (Combat Cargo Command), and also received a chutist rating. His duties with MATS involve "liaison with Air Guard, the Reserve and top management of the airlines participating in the Civil Reserve Air Fleet."



COL. SILAS R. RICHARDS, assistant Reserve Affairs to MATS deputy chief of staff for Plans, has supervision of training and inspection for all Air Force Reserve units assigned to MATS. He belongs to the diminishing ranks of Air Force pilots who have transitioned from the Liberty-engine planes of the early 1930s to today's jets. Richards served as a plans officer for the 9th Troop Carrier Command during the airborne invasion of Normandy and the

commander of the 1505th and 1503d Air Transport Groups of the old ATC. No longer on active flying status, he has amassed 11,000 flying hours during his career, 8,500 hours in military aircraft.

COL. ROBERT E. BUECHLER, assistant for Air National Guard forces to the deputy chief of staff for Plans at MATS, has responsibility for supervision of training and inspection of the Air Guard units assigned to MATS. These include air transport, aeromedical evacuation and weather units. He formerly was director of operations for the 131st Tactical Fighter Wing of the Missouri Air Guard at Lambert Field, St. Louis. During World War II, he served more than a year in the China-Burma-India theater with the 2d Troop Carrier Squadron of the old Air Transport Command.



CAPT. JAMES E. ANDREWS, operations and training officer for the 303d Air Rescue Squadron, an Air Force Reserve unit of the Air Rescue Service, is typical of a growing group of civilian-augmented Reservists. He is an Air Reserve Technician, doing the same job as a civilian that he does when on active duty as a Reservist. Capt. Andrews lives in Riverside, Calif., and works and trains at March AFB. He piloted B-24s over Europe with the 15th Air Force during World War II and completed 100 Air Rescue Service missions as crew member in Korea after being recalled in 1951. Back on civilian status in 1953, he joined the 303d when it was formed in 1956.

MSGT. JAMES E. ASBURY, typical of many Air Force Reserve M-Day assignees, recently has been appointed to the MATS Air Reserve Policy Committee which formulates policies affecting Air Reserve forces. His present assignment is with the MATS headquarters IG team. This year marks his 20th on active and Reserve duty. Asbury achieved his present rank under Gen. Clair Chennault while serving with the Flying Tigers (14th Air Force) during World War II. In 1957, he won an area award for recruiting 18 men in 1957 and, in 1958, was the first area man to sign with MATS when he moved to Scott AFB.



DEPARTMENT OF THE AIR FORCE
OFFICE OF THE CHIEF OF STAFF
UNITED STATES AIR FORCE
WASHINGTON, D.C.

Dear Reservist

Knowing why you do your military job is fully as important as how well you know its techniques. A strong sense of mission can be decisive in bringing victory to one of two otherwise well matched combatants.

Our mission is to deter war by providing our Nation with the primary forces to gain and maintain general aerospace supremacy -- and if deterrence fails, to repel and defeat the aggressor's forces.

The kind of forces we are building, maintaining and modernizing are the kind that can survive an attack and react to the attacker, to destroy his military forces, and to win. Because our Nation can be directly attacked by strong aerospace forces, we must have versatile aerospace offensive and defensive forces that can defeat the aggressor's offensive/defensive aerospace forces. This is the only kind of superior military aerospace power that can continue to be a credible deterrent against attack.

Whether, as an Air Force Reservist or Air National Guardsman; you are with aerospace offensive or defensive forces, with tactical or strategic airlift, with research and development, with a recovery unit, or in some other Air Force role, I want you to remember the indivisibility of military aerospace power and its inherent versatility. All these tasks are interrelated and interdependent. We must maintain our unity of mission.

This month the Air Reservist is featuring the vital role of airlift. Without modern airlift our Armed Forces would be tied to the Earth's surface and slowed to a comparative standstill. Aerospace forces as well as surface forces would be at a loss for high speed, large scale supply. This is only one more example of the interdependence of functions in maintaining aerospace supremacy.

Sincerely

Curtis E. LeMay
CURTIS E. LeMAY
General, USAF
Chief of Staff

INVOLUNTARY RECALL OF RESERVISTS in draft-deferred and Ready obligated status began on September 26 at the Air Reserve Records Center, Denver, Colorado. This action was consistent with the established priorities and PL 87-117. All such personnel were given a 30-day alert notice prior to entry on active duty. Delays for entry on active duty were granted for extreme personal hardship and then only in cases where the hardship arose within 90 days immediately preceding the buildup. In such cases, personal hardship was recognized only for death, serious illness, or serious injury to the Reservist or a member of his immediate family. "Immediate family" includes spouse, child, mother or father, brother or sister, or any person who stands in loco parentis to the Reservist. Delays were not granted otherwise.

THE NEW PLAN for Revised Management of the Air Reserve Forces 145-61, with its 17 annexes, was scheduled for distribution in October. Issued by the Reserve Forces Division of MATS headquarters DCS/Plans and Programs, 145-61 goes to the Air Force headquarters, Air Force Reserve and Air National Guard units, major Air Force commands, CONAC and all MATS subcommands. Publication of the new plan was delayed pending revision of Annex 12 (Manpower and Organization) to reflect up-to-date organizational structures since the federalization of Air Guard units.

THE EIGHT WEATHER FLIGHTS called up October 1 came onto active duty more than 80 percent manned. Each flight is authorized five forecasters (three officers and two airmen) and nine observers. The 121st flight moved from Andrews AFB, Md., to Niagara Falls Municipal Airport, N.Y., to support the 136th TAC Fighter Squadron (assigned to the 113th TAC Fighter Wing of Andrews AFB). The temporary move occurred early in October.

Air Weather Service officials said Andrews AFB already has a complete base weather station while Niagara Falls has no weather facilities. They said the temporary move did not involve dependents. Of the eight flights called up, five are supporting TAC units, three are supporting MATS units.

Supporting MATS are the 195th Weather Flight at Van Nuys, Calif.; the 125th Weather Flight at Tulsa, Okla.; and the 101st Weather Flight at Logan International Airport, Boston, Mass. The 195th supports the 146th Air Transport Wing (a federalized C-97 organization) and its two squadrons, the 115th ATSq and the 195th ATSq, all at Van Nuys. The 125th Flight supports the 125th ATSq, at Tulsa (assigned to the 146th ATWg). The 101st at Boston, which is not moving PCS, at this time will lend support to TAC's 102d Fighter Wing there, but will send most of its strength to Schenectady, N.Y., and Grenier AFB, N.H., to support MATS C-97 squadrons. These latter C-97 squadrons will also receive some personnel support from the 125th at Tulsa.

Supporting the TAC units are the 121st, the 113th at Hulman Field, Terre Haute, Ind.; the 131st at Barnes Municipal Airport, Westfield, Mass.; the 163d at Baer Field, Ft. Wayne, Ind.; and the 164th at Mansfield Municipal Airport, Ohio.

The 113th will support the 113th TFSq at Terre Haute, assigned to the 122d TFWg of Ft. Wayne; the 131st will support the 131st TFSq at Westfield, assigned to the 102d TFWg at Boston; the 163d will support the 122d TFWg at Ft. Wayne; and the 164th will support the 164th TFSq at Mansfield, assigned to the 121st TFWg of Lockbourne AFB, Ohio. MATS Air Weather Service has 22 more weather flights on a Reserve basis in the Air National Guard.

... PLANS & POLICY

OVERSEAS ORDERS TO EUROPE for some Air National Guard units were issued by the Secretary of Defense on October 11. Eleven fighter squadrons, one tactical control group and support elements were slated for deployment to that area starting November 1, 1961. These include three fighter interceptor squadrons, seven tactical fighter squadrons and one tactical reconnaissance squadron. Associated with this deployment will be the return to the U.S. of seven Regular Air Force squadrons which are in Europe on temporary duty. This action will result in a significant increase in the tactical fighter strength in Europe and at the same time will retain in the U.S. strike aircraft capable of deploying rapidly to any part of the world. The ANG units affected are:

Hq, 122 TFWg (Baer Field, Ft. Wayne, Ind.); 163 TFSq; 122 A&E Maint. Sq; 122 CAMRON; 122 ABGp, Hq; 122 Supply Sq; 122 Trans Sq; 122 Air Police Sq; 122 CE Sq; 122 Ops Sq; 122 Tactical Hosp; 163 Weather Flt. **Hq, 131 TFWg** (Lambert-St. Louis MAP, Mo.); 110 TFSq; 131 A&E Maint Sq; 131 CAMRON. **Hq, 121 TFWg** (Lockbourne AFB, Columbus, Ohio); 166 TFSq; 121 A&E Maint Sq; 121 CAMRON; 121 ABGp, Hq; 121 Supply Sq; 121 Trans Sq; 121 Air Police Sq; 121 CE Sq; 121 Ops Sq; 121 Tactical Hosp; 164 Weather Flt.

Hq, 108 TFWg (McGuire AFB, N.J.); 141 TFSq; 108 A&E Maint Sq; 108 CAMRON; 108 ABGp, Hq; 108 Supply Sq; 108 Trans Sq; 108 Air Police Sq; 108 CE Sq; 108 Ops Sq; 108 Tactical Hosp. **Hq, 117 Tac Recon Wg** (Sumpter Smith ANG Base, Birmingham, Ala.); 106 Tac Recon Sq; 117 A&E Maint Sq; 117 CAMRON; 117 ABGp, Hq; 117 Supply Sq; 117 Trans Sq; 117 Air Police Sq; 117 CE Sq; 117 Ops Sq; 117 Tactical Hosp; 117 Recon Technical Sq. **Hq, 102 TFWg** (Logan, IAP, Boston, Mass.); 101 TFSq; 102 A&E Maint Sq; 102 CAMRON; 102 Air Police Sq; 102 CE Sq; 102 Supply Sq; 102 Tactical Hosp.

131 TFSq (Barnes Apt, Westfield, Mass.); 102 ABGp, Hq; 102 Ops Sq; 102 Trans Sq; 131 Weather Flt. 138 TFSq (Syracuse, N.Y.); 152 Tac Control Gp; 106 Tac Control Sq (Roslyn, N.Y.); 102 AC&W Sq (Howard, R.I.); 10 AC&W Flt (Worcester, Mass.); 103 AC&W Sq (Milford and Groton, Conn.); 108 AC&W Flt (Syracuse, N.Y.); 12 AC&W Sq (Blue Ash, Ohio); 112 AC&W Flt (St. College, Pa.); 151 FISq (Knoxville, Tenn.); 157 FISq (Eastover S.C.); 197 FISq (Phoenix, Ariz.).

THE NATIONAL GUARD ASSOCIATION heard Air Force Chief of Staff Gen. Curtis E. LeMay tell about the role the Air Reserve Forces are assuming in the current Air Force buildup. Gen. LeMay addressed the NGA's 83d general conference in Las Vegas, Nev., October 3, only two days after the Air Force welcomed nine ANG wings to active duty. Gen. LeMay said that the Military Air Transport Service reported to him that "national guard aircrew and support personnel have completed their training faster and with higher scores than ever achieved by a unit before—active or Reserve." General LeMay also pointed out the three vital questions which concerned Air Reserve Forces units being ordered to active duty: first, could they maintain their aircraft? secondly, could they deliver their weapons? and thirdly, could they hit the target? Operational readiness inspections brought to light some administrative deficiencies, and shortages in key personnel and equipment, but the answers to the three important questions were "Yes," the general stated. Denver was chosen as the site for the NGA's 84th general conference in October 1962.

see PLANS & POLICY page

MATS-NOSAF

the nations only

strategic airlift force



MATS completes routine mission loading recently orbited space capsule into C-124

Modern warfare has geared the United States armed forces, land, naval and air, to time—the entire globe has become a potential battlefield. These forces must be and are ready to go anywhere “right now.” Their movement and supplies that follow must go today by rapid strategic airlift.

It is the mission of a major Air Force command, the Military Air Transport Service (MATS), to carry out this critical function—worldwide airlift of the Air Force, Army and Navy combat forces.

Strategy is the overall design of action, as opposed to tactics which is using forces within an individual theater. Strategic airlift is the air mobility component of our national military strategy. It operates between theaters. It is intercontinental.

About 48,000 of MATS' 79,000 people are involved in global airlift operations with more than 460 big cargo and troop-carrying aircraft. Special activities, including rescue, weather, and electronic surveying work plus aeromedical evacuation account for the other personnel and several hundred other aircraft of various types.

To be effective in the airlift mission, MATS must be ready. Two of the factors involved in this readiness are:

First—MATS maintains a dynamic program of constant global training and exercises for air crews, ground crews, communications, aeromedical, rescue, supply, weather and maintenance specialists, bases and route services—the thousand and one other people and things that make up a world-wide strategic airlift system.

Second—Practical use is made by the Department of Defense of MATS' daily, round-the-clock readiness training.

Practical DOD use of MATS is many faceted. It includes:

- Joint tests and exercises with the Strategic and Tactical Air Commands and joint maneuvers and mass airlift exercises with the Strategic Army Corps. These include carrying several thousand troops and their supplies overseas as in the *Check Mate* exercises to Europe earlier this fall and mass movement of paratroops in a series of exercises in the southeast U.S.

- Special airlift missions for United States military and scientific operations ranging from the Arctic Ocean to the South Pole—such as *Deep Freeze* (MATS is completing this month its portion of *Deep Freeze 62*) and DEWline resupply.

- Airlift of giant missiles to test and operational sites and to the bases of our allies overseas.

- Many emergency airlifts arising out of natural disasters

and the probings of the cold war—such as the Berlin Airlift of 1948, the Chile Airlift of 1960 and the Congo Airlift.

Most of these missions are handled by the strategic airlift aircraft of MATS which have become known throughout the free world. Douglas C-124 *Globemasters* became a symbol of mercy in Chile as they landed on airfields near the earthquake center with big cargos of medical supplies, hospital equipment, food and personnel.

Douglas C-133 *Cargomasters*, largest cargo aircraft in the free world, are more easily recognized over Japan and Europe than in the United States. Douglas C-118s and Lockheed C-121s are known because their civilian counterparts, the DC-6 and the Super Constellation, were widely used by civilian airlines. Now, the Boeing C-97 *Stratofreighter* has rejoined the MATS force with the recall to active duty of six Air National Guard transport squadrons.

The C-133 and the C-124 are the only two aircraft able to carry the United States' large ICBMs both because of their huge capacity and because of their straight-in loading methods.

Remarkable as these prop-driven aircraft are, however, they do not have the necessary jet-age speed. Congress has earmarked funds for MATS modernization to remedy this.

All-jet C-135 *Stratolifters*, sleek Boeing aircraft capable of speeds exceeding 500 miles per hour at 40,000 feet, are being phased into the MATS force. Beginning in March 1962, Lockheed C-130E turboprop cargo aircraft will come into the force. Though featuring straight-in truckbed height loading, this aircraft has less-than-jet speed.

Though these two aircraft represent improvements for certain types of MATS work such as runway alert, quick troop movement and aeromedical evacuation, they are only an interim step to the pure jet designed specifically as a cargo or troop convertible aircraft with straight-in loading. Such an aircraft, the C-141, is now in the developmental stage and will be operational by mid-1964. When these are phased in, MATS will be completely modern.

The operational units of MATS strategic airlift mission are organized under headquarters in two locations, one on each coast. The Eastern Transport Air Force (EASTAF) is located at McGuire AFB, N. J., and the Western Transport Air Force (WESTAF) is located at Travis AFB, Calif. The several bases from which the big aircraft fly operate under these TAFs, as they are called.

Though MATS' hard core mission is strategic airlift, it also operates for the Air Force three specialized services—the Air Weather Service, the Air Rescue Service, the Air Photographic and Charting Service. These belong to MATS only for management and funding supervision; their operational directives come to them directly from higher authority. Their services, though essential to airlift, are also required by other Air Force units and even by the Army and Navy at times.

MATS also operates two specialized wings, the 1254th at Washington, D. C., which flies the President and other high-level government figures to their commitments around the world; and the 1707th at Tinker AFB, Okla., the graduate training school for most of its pilots and flight engineers. This school is in great measure responsible for the near-perfect MATS safety record.



Load indicates capacity of C-133s in MATS Strategic Airlift Force

■ PLANS & POLICY from page 4

SENIOR M-DAY OFFICERS have a better chance of promotion to general officer rank with the clearing away of administrative roadblocks. Two technical but important one-time-only waivers were directed by the Secretary of the Air Force just prior to the M-Day general officer selection board which convened on October 12. The Secretary's action directed waiver of the maximum 55-year-age criteria for colonels and that portion of the requirement that officers should occupy a general officer position for one year. However, he did not waive the requirement for M-Day Reservists to occupy a general officer position. To be eligible, a colonel must occupy a general officer slot and a brigadier general must be filling a major general position. Only M-Day senior Reserve officers are affected.

ADDITIONAL ANG FIGHTER UNITS were ordered to active duty on November 1. The units were: Hq 161st Fighter Group (with support elements) and 197th FISq, Phoenix, Ariz.; Hq 169th Fighter Group (with support elements) and 157th FISq, Eastover, S.C.; and Hq 134th Fighter Group (with support elements) and 151st FISq, Knoxville, Tenn.

Support elements include consolidated aircraft maintenance air base and materiel squadrons and a USAF dispensary. The units comprise a total of 2,250 personnel and 65 F-104 *Starfighters*. Assigned to Tactical Air Command, these ANG units originally were alerted on August 1 as priority units.

The newly ordered units will join 18 tactical fighter squadrons, four tactical reconnaissance squadrons, one tactical control group, six air transport squadrons (heavy) and eight weather flights which were called up on October 1.

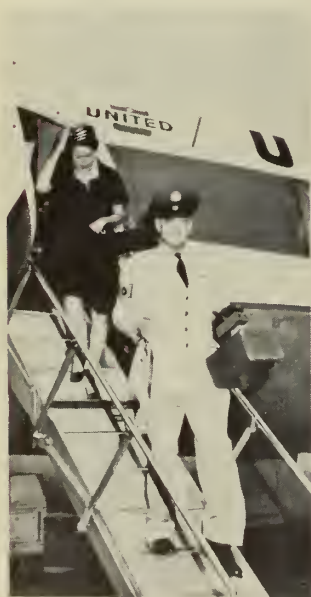
MSgt Ronald B. McDonald, honored as the AF Reserve "airman of the year," receives a plaque from Air Force Chief of Staff Gen. LeMay. Looking on is airpower advocate and TV personality Arthur Godfrey.



The Air Force Association held its 15th annual convention at Philadelphia, Pa., September 21-24, and in the course of business honored outstanding individuals and units of the Air Reserve Forces. The Air National Guard's 163d Tactical Fighter Squadron, Ft. Wayne, Ind., and the Air Force Reserve's 445th Troop Carrier Wing, Dobbins AFB, Ga., were awarded outstanding unit trophies. Of the 20 Air Force personnel cited for individual recognition, MSgt. Ronald B. McDonald, 9076th ARGp, Los Angeles, Calif., was honored as "Airman of the Year" of the Air Force Reserve; MSgt Raymond L. Shannon, 147th Fighter Gp, Ellington AFB, Texas, received comparable honors as the outstanding Air National Guardsman. Also honored at the Reserve Forces Seminar was Maj. Gen. Robert E. L. Eaton, assistant chief of staff for Reserve Forces, USAF. (See pages 8 and 9 for winners of the *Ricks Trophy Event*.)



AFA Convention Highlights



MSgt Raymond L. Shannon, ANG's "outstanding airman of 1961," arrives at Philadelphia with his wife Morgoret. Shannon is with the Texas ANG.

Maj. Gen. Robert E. L. Eaton was cited for his long-standing contribution to aerospace power. Making the presentation is AFA Prexy Tom Stock.



Twenty-four resolutions were approved by delegates to the AFA convention; seven were of direct concern to the Air Reserve Forces. They are as follows:

- To urge the President and Congress to supplement the Soldiers and Sailors Relief Act to alleviate personal and financial sacrifice being borne by members of the Reserve Forces called up for the Berlin crisis.
- Authorize full drill pay of 48 paid drills per year to Reserve Recovery and Base Support units.
- Establish an "Airmen's Council" as a standing AFA committee to afford proper representation of airmen of the Air Reserve Forces.
- Press for equalization of rental and subsistence allowances for airmen of the Air Reserve Forces on a par with airmen of the Regular Force.
- Support the airmen retired pay equalization bill to permit active duty airmen to count enlisted service in Reserve Forces when computing retired pay.
- Support amendment of flight pay accrual bill to include rated officers of the Reserve Forces on flying status.
- Called on AFA to develop and implement a program to make full use of Reservists who are AFA members in improving public understanding of the Air Force and its aerospace requirements.

The next AFA convention will be held in Las Vegas, Nevada, September, 1962.

MATS

RESPONSIBILITY

TO IT'S

RESERVE FORCES

Mass strategic airlift on a global scale is the primary Military Air Transport Service mission. This airlift is used to meet the war or emergency mobility requirements of the Air Force, Army and Navy. Thus, the air transport squadron is the basic unit for the MATS mission.

Without units of other types, such as weather, rescue, maintenance, supply, aeromedical transport, air terminal and many others, the airlift units would not be able to operate with any real efficiency.

But the airlift units are the hub around which the other types revolve. If the airlift units step up their training, the others do likewise. This is what began to happen October 1. The two C-97 wings with their five groups and six squadrons, 8 aircraft and 4,200 authorized personnel spaces, were federalized. Immediately they doubled their training rate from 1.5 hours per day to three hours per day per aircraft.

The objective: to become fully operational according to MATS standards within 90 days—by January 1, 1962. At that time, according to the training plan, the C-97 crews will phase into the day-to-day strategic airlift training missions handled by regular MATS crews.

The stepped up utilization rate of the aircraft means the pilots, crews, maintenance personnel and all other support operations have gone into action. Now, pilots, who formerly flew 150 hours a year must maintain a 240-hour-per-year minimum in order to remain qualified as MATS pilots. This minimum, except in unusual cases, always is exceeded.

The main factor contributing to the stepped-up training is that the federalized personnel are now working at their Air Force jobs full time. Previously, they had trained only on weekends, during the two-week active duty stint and many hours of overtime.

The swift, sure climb toward full operational readiness is helped considerably by the fact that overall manning, taking into account the support operations as well as the airlift wings, is in excess of 90 percent. Full time can be devoted to training men who are on duty every day instead of using facilities to seek out and recruit personnel.

Originally, MATS had allowed these airlift units another full year to attain full combat readiness. This was before the order to active duty by President Kennedy.

Now, the feeling that more than a full year's progress can be compressed into a much shorter time is based on the current demonstrated performance of these squadrons. Starting with the admittedly difficult transition—both actual and psychological—from jet fighters to four-engined piston transports in January 1960, these six squadrons have piled up a record of more than 24,000 flying hours with only a single minor accident. And they have carried out strategic airlift missions over MATS wartime routes to both the Atlantic and Pacific areas.

In fact, with only one week's notice, they flew 34 trans-Pacific missions between the first and 15th of May, airlifting 28,000 pounds of cargo in 17 California/Japan roundtrips and 17 between California and Hawaii. With an overall reliability rate of better than 77 percent for the 34 missions, the Guard units proved they were a valuable addition to MATS core capability.

In addition to the six squadrons federalized, five more airlift squadrons have converted from the fighter mission and are

training with KC-97s. Meanwhile, conversion of four other ANG squadrons programmed for airlift missions is being delayed because of lack of equipment.

The airlift units are only a portion of the Reserve Forces outfits authorized for MATS. Even with the sizable reduction of 60 units which went with Airways and Air Communications Service when it was absorbed into the new Air Force Communications Service, MATS has an authorization of 201 units—41 Air Force Reserve and 160 Air National Guard. Strength authorizations in these units total 23,500 people, while individual mobilization assignee authorizations are 9,500, for a total of 33,000 Reservists and Guardsmen.

All of these men form a closely knit team, made up of the many different types of units, so that MATS' Reserve Forces reflect the image of the active force. This explains the 201 separate units with MATS assignments, ranging through a broad spectrum of military skills and specialties.

These units include the five Air Force Reserve Air Rescue Squadrons, equipped with Grumman SA-16 *Albatross* amphibians. These squadrons recently have added pararescue techniques to their already versatile bank of skills.

Another Reserve mission is aeromedical transport in which the Guard plays a major part with nine C-119 equipped squadrons. The Air Force Reserve mans 19 Casualty Staging and Air Evacuation units for MATS to establish or augment casualty staging facilities and to provide the medical contingent of the aeromedical crews.

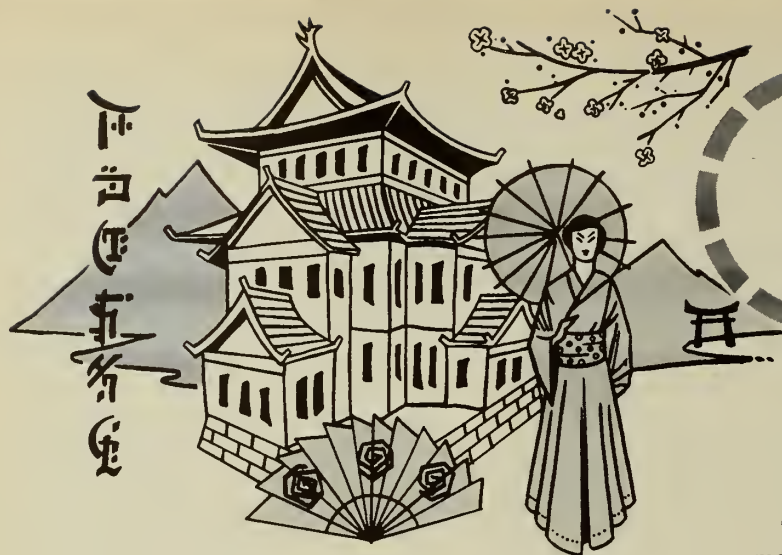
The Air Force Reserve also has other units that take on a tremendous load in the global airlift mission. These are the Air Terminal Squadrons, seven under Eastern Transport Air Force and five under Western Transport Air Force.

The Air National Guard, in addition to the all-important airlift units, mans 30 Weather Flights to take care of any base expansion program or overseas requirement for additional weather capability. Eight of these were federalized October 1, three of them to serve MATS and five to serve Tactical Air Command units.

The Reserve Forces are playing an increasingly important part in MATS existence, in planning, mission accomplishment and right down the line. By their performance to date, the Reserve Forces have demonstrated that, as MATS adapts and grows to meet increasing demands of the Department of Defense and the Joint Chiefs of Staff, they will be at hand, ready to provide the depth which makes the difference.



MATS Commander Lt. Gen. Joe W. Kelly
at controls of C-135 Stratolifter



RICKS

FEATURING

On September 11, six piston-engined C-97 *Stratocruisers* lifted off a west coast air base into the night over the Pacific Ocean. At 30-minute intervals they set up a 250-mile-per-hour average speed and headed for Hawaii on the first leg of a 14,000 mile competition flight to Tachikawa AB, Japan, and return. The goal of each: the coveted *Earl T. Ricks Memorial Trophy*, won last year by a small, heavily armed, swept-wing jet fighter traveling more than 500 miles per hour.

Strictly an Air National Guard competition (Ricks was a former commander of the ANG), the event this year featured a contest between strategic airlift aircraft—big planes capable of carrying heavy tonnage over long distances.

This was the first time the Ricks event involved four engine aircraft. The aircraft are more than 12 years old, but they are maintained in excellent shape by Air Guard squadrons. The same aircraft served with the Military Air Transport Service during the late 1940s and 1950s and were turned over to the Air Guard in January 1960. It was the first time in Air Force history that the Air Guard had enough strategic airlift capability to meet competition requirements. And also was the first time the *Ricks Trophy* evaluators were able to ride with the contestants and observe their actions first-hand throughout the entire event. Another unusual factor was that more than half the participants were avocationists—not air technicians.

Longest Checkride

The commander of MATS, Lt. Gen. Joe W. Kelly, who awarded the trophy at the Air Force Association Convention in Philadelphia where the contest ended, said, "I don't envy the boys on what appeared to be the longest checkride in history."

The "checkride" atmosphere was in evidence throughout the trip. The evaluators constantly pried into records, procedures, and minds to ferret out the one crew which could be called the most professional of the six. Scoring criteria included familiarity with aircraft checklists, crew coordination, knowledge of aircraft systems and emergency procedures, how familiar the men were with the aircraft manual and what control the pilot had over the crew.

That the 195th ATS of Van Nuys, Calif., emerged on top actually came as no real surprise. Three of the crew were former MATSmen and one, Capt. Robert L. Trella, navigator, had more than 4,900 hours in the C-97.

In all, the flight took 65 hours and covered nearly 17,000 miles for the two crews which flew back to Philadelphia. Only two things marred the eight-day contest: a small fire in one cockpit and "girl" trouble.

Typhoon *Nancy*, sweeping toward Tokyo, stirred the crew most when it caused a 12-hour advance in the departure schedule at Japan. Hurricane *Esther* also created some trepidation in the top two crews as they approached Philadelphia but both landed there safely.

A smoking engine analyzer in the cockpit of the 133d ATS entry from Manchester, N.H., caused two delays before the aircraft even left the ground at Travis on the first leg of the flight. Col. Robert Buechler, a member of the final arbitration team, reported the scorers did not subtract points for this mishap because it was "beyond their control and they did a commendable job of getting it fixed."

This was a relief to the 133d crew who knew that they were shooting for 30,000 points and hadn't even started yet.

Scrupulous scoring was the order in such a detailed contest and the evaluating teams made sure this was the case. Changing aircraft at each stop, each team was able to interview five crews. Each of the six teams consisted of four evaluators: an aircraft commander, navigator, flight engineer and loadmaster. All of the evaluators were MATS advisors except one. He is Capt. Otto Boyd of WESTAF who filled in for an unavailable team member.

To maintain top proficiency—and suspense—none of the crews knew how they stood until they returned to Travis. Even then, only the four last places were notified.

Neither of the two first place crews was aware of its relative standing as it flew the final scoring leg to Philadelphia. Scorers said determination to win ran high among both crews and as it turned out, both crews received 400 points on this final leg. In fact, the 195th, which led by 600 points, could have received no points and still won.

Though Hurricane *Esther* nearly caused the crews to choose an alternate field, both aircraft finally touched down at Philadelphia to find a welcoming committee headed by Maj. Gen. Winston P. Wilson, Deputy Chief, National Guard Bureau. After a quick huddle by the final scoring committee, Gen. Wilson announced the winner.

The trophy and runner-up plaques were awarded by Gen. Kelly the next day as the AFA Convention opened. He emphasized the significance of this year's event, remarking that 11 days later the competing squadrons were to join MATS and the Air Force on active duty.

Gen. Kelly specifically complimented the two winning crews but had praise for all the competitors, pointing out that of the possible 30,000 point total, there was a spread of only 2,650 points, or about eight percent difference in scoring between the first and last places.

Although the checkride was long, the grading complicated and the pressures exhausting, the value of this year's *Ricks Event* was made clear to the crews, to MATS and to the Air Force: it proved that Air Guard crews could airlift anything anytime, anyplace!

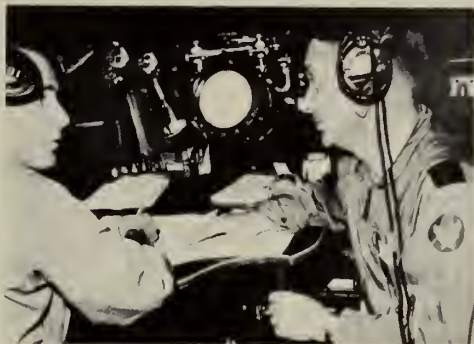


TROPHY EVENT

ING GLOBAL CONCEPT



Major Leonard Guiton, 115th ATSq., aircraft commander and commercial airline pilot, drew the losing card in the starting lineup for the 14,000-mile roundtrip to Tachikawa, Japan.



Pin pointing his C-97's exact location might just be the problem passed far Capt. Joseph B. Rowe (l), by MATS evaluator Major Robert C. Cowan of WESTAF. Rowe, a full-time air technician, serves with the 125th ATSq.



Captain Robert Reardon, an aircraft commander in the 195th ATSq., accepts the congratulations of Maj. Gen. Winston P. Wilson upon learning that his crew has just won the Ricks Trophy.



Pressure on crews began mounting as the Air National Guard C-97 crews winged their way eastward from Japan. While part of its crew guided the big aircraft, others were able to take a breather in the cargo hold.



Shortly after take off from Travis AFB, Calif., TSgt William N. Murtan (l), a loadmaster evaluator from MATS, began shooting questions at TSgt Douglas Sargent, a loadmaster with 139th ATSq. Sargent was one of many air technicians participating.

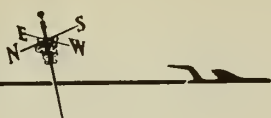


New members of the ANG's 109th ATSq., listen attentively as SSgt E. McDaniels conducts one of the many pre-take off briefings held at Travis AFB, Calif. Ready for their first leg of the Japan hop are Lt. Schwison, Lt. Col. Thorsan, Capt. Kazek and Maj. Timberg.

The participating squadrons, the aircraft commander of the Ricks Trophy entry and the final scores are listed below in the order in which they placed:

195th ATSq., Van Nuys, Calif.—Capt. Robert Reardon	23,215
139th ATSq., Schenectady, N. Y.—Lt. Col. John Campbell	22,592
133d ATSq., Manchester, N. H.—Capt. John Enright	21,995
125th ATSq., Tulsa, Okla.—Maj. Frank Slane	21,989
109th ATSq., Minneapolis-St. Paul—Lt. Col. Marvin Thorson	21,965
115th ATSq., Van Nuys, Calif.—Maj. Leonard Guiton	20,566

Cross Country



MATS TRAINING—Ditching-at-sea exercises and a run through the high altitude chamber were features of the two-week summer training for 24 men and women of the 36th Aeromedical Evacuation Squadron (Reserve) at Scott AFB, Ill. Training with the Regular Air Force 11th Aeromedical Evacuation Squadron at Scott, the Kansas City area Reservists tackled practically every phase in the airevac program. The training included missions aboard C-131 *Samaritan* aircraft stressing in-flight care, medical treatment for evacuees, hospital supply and liaison with hospitals and air bases.

MATS' ASSIGNEE PROGRAM—The MATS M-Day program is in better shape than it has ever been. Just a year ago this program had only 27 percent of its authorized spaces filled in Part I Category. Today it is 51 percent manned. The biggest percentage increase was in the airman category which moved up from 19 percent a year ago to the current 47 percent. Officer positions are 62 percent manned—up from 55 percent a year ago. Of the approximately 4,800 filled spaces, 3,400 are airmen and 1,400 are officers. A small increase in September and October was predicted. This growth, in an area traditionally full of built-in problems, was credited to vigorous recruiting programs.

SURVIVAL PARADROP—A new system used at a water survival training exercise for 60 aircrew members of the 65th TCSq, Davis Field, Muskogee, Okla., may result in Air Force-wide adoption of modified drop equipment for all C-119 aircraft. A 20-man life raft, contained in a special, locally fabricated harness with a cargo-type parachute, was dropped over Lake Tenkiller from 1,000 feet and at 130 knots. The parachute and raft inflation cylinder were opened by a static line attached to the inside of the aircraft and the harness prevented spilling of the raft's vital survival equipment. A quick-release buckle attached to the harness freed the raft from the parachute and permitted rapid boarding by the water-bound aircrew members. Air Reserve Technician TSgt Lee R. Pease, personal equipment supervisor for the unit, is credited with developing the system. He submitted the idea through the employee suggestion program at Davis Field.

FAMILY SURVIVAL—Wives of active duty and Reserve personnel at Fourth Air Force Reserve Region headquarters scored a first at Randolph AFB, Texas, when they attended a three-hour course in family survival techniques. Brig. Gen. William K. Skaer, region commander, proposed the idea sometime ago and his training officer, Maj. Joseph A. Simunac, Jr., came up with a packaged program covering nearly every facet of family survival. Material covered in the lecture series included first aid, emergency equipment, evacuation routes, CONELRAD, sanitation needs, fallout shelter, radiation effects and family training. Gen. Skaer participated in the courses with a first hand explanation of the Region's mission and how his personnel fit into the Air Force Reserve program.

* * *

Gen. B. A. Schriever, commander of the Air Force Systems Command, was the principle speaker at a meeting of the Eastern Contract Management Region Reservists at Bolling AFB, D. C. Gen. Schriever addressed the group on the various functions, responsibilities and objectives of the AFSC. The Eastern Contract Management Region was recently assigned to the newly created Systems Command . . . One of the few

male nurses in the aeromedical evacuation Reserve program is Lt. James E. Anderson of Kansas City who serves with the 36th Aeromedical Evacuation Squadron (Reserve). A nurse-anesthetist at Kansas City's General Hospital, Lt. Anderson served his two weeks of active duty at Scott AFB, Ill. . . . Brig. Gen. George S. Cassady, a member of the first Aviation Cadet Class to attend the "West Point of the Air" at Randolph Field, Texas, in 1931 has retired after 30 years as a military pilot. Gen. Cassady, commander of the Sixth Air Force Reserve Region, served in the China-Burma Theater during WWII as commander of the 1337th Army Air Corps unit, famed for "flying the hump" over the Himalayas in C-46 transports.

The 89th Air Terminal Squadron, 91 Reservists strong, was completely on its own for a week in August when they operated the day shift of the 1611th Air Transport Wing at McGuire AFB, N.J. With one week to brush up on job knowledge the unit took over the passenger and freight terminals, fleet services and ramps for its final week of active duty training . . . An Air Force H-19 helicopter crew made survival training for 150 Reserve pilots, navigators and aerial engineers from Det. 1, 445th TCW a realistic one at Memphis, Tenn., as C-123 crew members were plucked from the water. Training also included swimming, survival equipment, familiarization and boarding of life rafts . . . A C-119 Reserve crew from the 452d Troop Carrier Wing, March AFB, Calif., serving its two-week active duty tour at Elmendorf AFB, completed a drop operation at Ice Island, northernmost part of Alaska. The crew included Maj. Rex A. Hadley, aircraft commander; Capt. Don C. Atkinson, pilot; Capt. Gene L. Snyder, co-pilot; Lt. Ken J. Alford, navigator; and SSgt. Lyle F. Nielson, flight engineer.

GUARD NOTES: In mid-August, an Air National Guard C-47 crew from the 164th Tactical Fighter Squadron, Mansfield, Ohio, was called upon to transport a critically injured, 16-year-old Alpena, Michigan, boy to an Ann Arbor hospital. The youth, Thomas Oliver, Jr., suffered a broken neck during a swimming accident and doctors felt the boy should be taken to a larger hospital. Since a 200-mile ambulance trip was impractical, and all civilian aircraft in the area were either too small or unequipped for night flying, the call went out to the Air Guard unit serving its two-weeks of active duty at nearby Phelps Collins Field. Capt. Eugene V. Yarger, a former WWII bomber pilot in Europe, flew the mercy mission. The 164th TFSq was among Guard units federalized on October 1 . . . The Nevada Air National Guard Base at Reno Municipal Airport has been renamed May ANG Base in honor of Maj. Gen. James A. May, Adjutant General of Nevada. May, a native of Reno, was selected for the honors in recognition of his long years of service to Nevada and Air National Guard . . . Two ANG aeromedical transport groups, the 106th at Floyd Bennett Field, N.Y., and the 145th at Douglas Municipal Airport, Charlotte, N.C., have nine transport squadrons between them and nine heavily padded and specially fitted aircraft. The 145th is the junior of the groups having been formed in April 1961. Each squadron has 10 C-119s and of the 90, nine have been remodeled with heavy padding double-paned windows, new power and oxygen outlets and other improvements.

When the Red Cross regional bloodmobile visited Shewmaker ANG Base in Louisville, Ky., 227 Air Guardsmen answered the call with blood donations. Col. William H. Webster, commander of the 123d Tactical Reconnaissance Wing said the percentage of donations was the highest in the unit's history.

Advances in world communications are astounding to most of us but the fundamental miracle of radio, in movable transmitters and receivers, is still the "old standby." And standby they do, thousands of licensed operators of Civil Air Patrol who man a vast network—a proven boon in emergencies.

CIVIL
AIR
PATROL



Crew Chief Roy V. Olson, USAF, frequently gets on the "party line" over Illinois in the CAP-USAF headquarters plane "to see how the Foxes are doing."

If you are a passenger, pick up the radio-telephone located by the first seat starboard behind the crew compartment and listen in:

"Air Force 48266, about 7,000 feet, heading 045, do you read me?"

"Air Force 48266, this is Red Fox 46, loud and clear . . . weather's been fine down here, how are you?"

Then another Red Fox wants to join the act; communicators at Vandalia, Mitchellfield, or Decatur join the VHF contact on 148.14 mcs, right on up the line toward Chicago. SSgt Olson, 30, who has been flying more than ten years, helps them check their signals, passes the time of day; it's usually evening when all this transpires, for the boys on CAP's Illinois Wing Fox net are just guys who work for a living. Real "hams" enjoying a hobby. Their radios come alive when they're home from the job.

Occasionally, Sgt Olson will raise a mobile station; some CAP member cruising in his car would be *Yellow Fox*. There might be a little CAP craft coming in from an afternoon hop over Illinois; he's *Blue Fox*.

This is just one of 52 wings. Others—with their own call signs significantly related to their state and location of station, like Alaska, whose call signs are Sourdough, Mukluk and Aurora—are eager for contact in the U. S.

The extent of Civil Air Patrol's communications system is far greater than the layman realizes. Little transceivers in kitchens, dens, autos, garages and quadron aircraft have recently passed 4,000 total.

Radio communication on CAP business, routine or a "Redcap"—the emergency code word—or "Sarcap" the simulated test code, is not a pass-the-time-of-day sort of thing. It is controlled like the military and licensees must adhere to CAP communications operation instructions, governed by the FCC.

Station VPϕ is CAP-USA's headquarters station, Air Force radio only (at Ellington AFB, Texas); it can only contact Civil Air Patrol via AF-CAP region headquarters liaison stations (VPϕ-1 through VPϕ-8), which in turn can go out to the CAP wings—regions and wings have both Air Force and CAP frequencies and equipment—then on down through group to squadron, or to flights.

Communications between CAP's National VPϕ for operational business is carried on during the normal working day and from regions to wings on specific schedules. For wings possessing only one CAP frequency, time segments are set; certain periods are allocated, such as 30-minute "nets" with subordinate stations.

In time of emergency, whether search or rescue, disaster or miscellaneous missions, the "Redcap" must be established by CAP wing or higher command. The mission commander appoints a net control station. This control station then "seizes" one high frequency channel for exclusive use during the emergency, although other traffic may be allowed when the channel is idle.

CAP radio stations operate through-

out the regions and wings on one or several of approximately 15 frequencies with various area and time restrictions. Allowable maximum time for relay of messages is "priority," ranking first with six-hour delay; "routine," 24-hour delay; and "deferred," 48 hours. "Immediately," is the usual under normal atmospheric conditions.

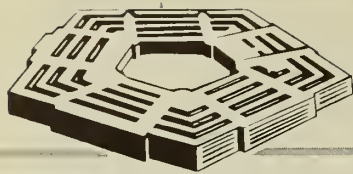
The importance of communications—civilian and military—at any time is established. Today, its amplifications and possibilities through the use of space vehicles bear out the potentialities beyond that of communications between stations half a hundred miles apart. But the latter is an indispensable part of today's security.

As Civil Air Patrol approaches complete written agreement by all wings with Civil Defense, this civilian, volunteer network assumes added stature. It is an integral part of national defense. As part of the national emergency mission for Civil Air Patrol, its little land, mobile and aircraft stations from Maine to Hawaii, from the State of Washington to Key West and Puerto Rico stand ready to handle the domestic communications traffic that could easily be the key to civilian survival in a holocaust.



Key to City

Brig. Gen. Stephen McElroy, USAF commander of the 52-wing Civil Air Patrol, receives the key to the city of Washington from D.C. Commissioner John B. Duncon in recognition of the International Air Codet Exchange. Sen. Hubert Humphrey of Minnesota, (lower left) and Adm. H. L. Miller, USN (ret.), vice president of Pan American World Airways were among those at the August luncheon honoring foreign codets and 19 escorts.



Pentagraphs

PROMOTION BOARD: A board of officers will convene at Air Reserve Records Center, December 11-12, to consider eligible first lieutenants, captains and majors for unit or mobilization assignment vacancies, as provided by Sections 8363(a) and 8372, Title 10, USC. First lieutenants to be considered must have a promotion service date on or before October 31, 1959. Captains and majors to be considered must have a promotion service date on or before October 31, 1957. AF Form 212, recommendation by commander, must be received at ARRC prior to November 11, 1961.

★ ★ ★

AIRMEN PROMOTIONS: Airmen in called-up Reserve and Air Guard units can still receive permanent promotions before coming on active duty. Hq USAF made the ruling to clarify two paragraphs of AFM 45-2 which had apparently caused some confusion. One paragraph said such personnel would have their promotions suspended on D-Day or upon receipt of alert notice. Another paragraph stated that promotions can be made as long as unit grade authorizations are not exceeded.

★ ★ ★

M-DAY JOBS UNCHANGED: Hq USAF has told all major commands not to disrupt present M-Day positions for another quarter, ending December 15. The commands have been instructed to review the availability of funds for the pay of Reservists and to notify USAF immediately of any change in positions which are necessary. M-Day jobs as a whole are on a slight increase, but there may be decreases within some commands.

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PREMIUM PAYMENT PLAN: Veterans Administration says it will guarantee payment of premiums and interest on commercial life insurance policies held by Reservists and Air Guardsmen called to active military service. VA will guarantee payments not to exceed \$10,000 on each individual during the policyholder's period of active service and for two years thereafter, unless the owner requests withdrawal. Guarantee of payment is possible through the Soldiers and Sailors Relief Act. However, protection of policies is in reality a loan against the policy which must eventually be repaid. Only commercial policy holders are eligible and a service man seeking relief must have his policy in effect at least 180 days prior to recall.

PROMOTION DATA: The Air Force said a selection board in Washington will review all Air National Guard officers, along with active duty Reserve officers, including warrant officers who hold Reserve commissions, for promotion to major. December 11 has been set as the board's convening date to consider captains for permanent Reserve (ROPA) majorities. The zone of consideration was set at promotion service dates (PSD) of June 30, 1956 or earlier, and a total years service date (TYSD) of June 30, 1949 or earlier. Inactive duty Reserve officers are not being considered since Air Reserve Records Center at Denver reviews this category of officers.

★ ★ ★

NURSES NEEDED: Recruiting for qualified registered nurses is being stepped up in both the Air Force and Army. The drive stresses the individual's opportunity to rise professionally. The Surgeon Generals of both services point out the urgency of the need to meet expanded medical care programs in the manpower buildup and to avoid calling Reservists now working in civilian hospitals. Contact the Surgeon General (Air Force or Army), Washington 25, D. C.

★ ★ ★

PANEL ENGINEER NEEDED: The 145th Air Refueling Squadron (Ohio ANG), Clinton County AFB has an opening for a qualified, full-time KC-97 panel engineer. Pay grade starts at NGW-13 with NGW-14 available later. Reply with complete experience resume, should be submitted to the unit commander by November 15. Other vacancies are available for part-time pilots and navigators in the newly formed squadron.

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ARRC VISITS: Unit representatives visiting Denver's Air Reserve Records Center for a check of Reserve records are advised to furnish — prior to arrival at ARRC — a list of officers and airmen along with serial numbers. This will expedite availability of records to visitors since ARRC personnel are on hand from 7:15 am to 3:45 pm, Monday through Friday, to lend on the spot assistance.

★ ★ ★

ECI NOTE: The Extension Course Institute urges its more than 47,000 Reserve and AN students to notify the Institute immediately upon recall to active duty. Any change in military status is important to Reservists ECI records.

STRATEGIC

AIRLIFT FORCE



Reserve Forces personnel in each branch of the Air Force are proud of their branch and the vital mission it performs for the United States.

They constantly represent the Air Force and their particular branch to friends and neighbors. A story in the newspapers about a service means more to the reader has a friend in that service.

It is important that Reservists and Guardsmen know their military job and how that they do—that they be professional. Using professional terminology, or the “shop talk” inherent to a particular branch, helps make the public aware the Reservist knows his job.

MATS’ shop talk begins with certain key words and phrases. For instance:

MATS’ mission is “strategic,” not tactical. MATS moves men and materiel over long distances in large units to major offload sites. It does not then disperse these to tactical sites. The difference can be compared to managing a football team. The coach maps out the overall strategy, the quarterback calls the plays, or develops the tactics.

MATS uses the word “airlift” instead of “air transportation” when referring to strategic movements of troops and materiel. MATS provides airlift to the Army, Navy, Marine Corps and other

branches of the Department of Defense. This is MATS’ hard core mission. The word “airlift” punches home the military significance of MATS’ mission. “Air Transportation” refers to any movement by air.

The total number of MATS’ aircraft makes a “force” not a fleet. Fleet pertains only to numbers, force marks the capability inherent in the numbers.

Put together, these words spell out what MATS is and does. It is a “strategic airlift force”—the nation’s *only* strategic airlift force and as such is vital to the defense of our country.



RESERVISTS UPHOLD

SAFETY RECORD

Military Air Transport Service’s long time role as a leader in the Air Force aircraft accident prevention effort has been enhanced by the addition of the Air Reserve forces. As a matter of fact, during the first year after MATS became gaining command for certain Air Force Reserve and Air National Guard transport, air rescue, and aeromedical squadrons, the record for the Reserve organization was zero accidents. In the flying safety business, you can’t do any better than that.

Now, that zero accident rate has been broken—but in a manner which brought praise rather than censure. This was the August 8 incident in which the right gear of Maj. John L. Wade’s C-97 extended only partially. After exhausting all emergency procedures, Maj. Wade made such a skillful landing on the left main gear and the nose gear that the mishap wound up as a minor accident. Among the many words of praise sent the way of the Tennessee ANG crew was “Well Done” from Lt. Gen. W. Kelly, commander of MATS.

This professional performance was a dramatic example of the success with which the Air Reserve forces have adapted to new aircraft and new mis-

sions. The proof had long been available to anyone interested in it. From the very first moment when a group of ex-fighter pilots transitioned to C-97s at Travis AFB, Calif., MATS experts have been impressed, without exception, with the ability of Air National Guard and Air Force Reserve units to accomplish the wartime readiness training program without aircraft accidents.

The MATS flying safety program places considerable emphasis on recognition of outstanding flying safety achievements. Several MATS’ one-year accident-free plaques have been awarded to Air National Guard and Air Force Reserve units and the first organization (the 150th AMTS) has made its appearance on the Roll of Honor which is published monthly in *The MATS Flyer*, command safety magazine.

Within two years, the first Air National Guard or Air Force Reserve member will become eligible for the individual flying safety award. This award is a plain gold lapel pin for a minimum of three years in MATS and 5,000 accident-free hours, and a diamond pin for five years and 10,000 accident-free flying hours. While these pins are not easily earned, MATS expects to present

many to its Reserve force members.

In the awards program as well as in other major phases of the flying safety effort, MATS has made every effort to place its active duty and Reserve forces on an equal footing.

These Reserve forces are regarded as fully qualified members of the MATS team, capable of performing their wartime mission. Since MATS subscribes to the theory that the mission can be accomplished without aircraft accidents, the recent splendid performance of several ANG transport squadrons on short notice airlift operations was widely hailed by everyone concerned with the vital MATS mission.

If you were to ask a MATSman what one word he would choose to best describe himself, the chances are good he would pick the word “professional.” It’s a word that means he’s well trained, competent, disciplined, steady, and at his best when the chips are down. In short, it means he’s the man—pilot, mechanic, or what have you—who can do the job and not accidentally kill somebody or destroy or damage an airplane in the process. The record clearly proves that MATS has added “professionals” from the Air Reserve forces.



AEROSPACE POWER . . .

The following are excerpts from the address given at the recent Air Force Association Convention by General Curtis E. LeMay, Air Force Chief of Staff:

- Understanding our doctrine and concepts is basic and important to our very existence.

- Deterrence of aggression is composed of three basic elements—forces in being, public understanding of this force, and national determination to use the force if necessary. These are the three basic elements that make our force credible to our friends as well as to our enemies. If any of them is missing, credibility suffers proportionately . . .

- Our basic concept has remained firm through the years—national security requires that we build, maintain and modernize our aerospace power, and that we emphasize forces that can survive an attack and react with war-waging and war-winning capabilities. Today, for the first time in history, we can be directly attacked by strong aerospace forces. Therefore, the Air Force believes the greatest danger to our national survival is the direct threat against the United States itself. By preparing for this threat we believe that our strength also deters lesser conflicts for ourselves and for our Allies . . .

- Our problem then, as I see it, as we reach higher and farther, is that we must maintain our unity of mission and unity as an organization as we approach our operational tasks in space. We must keep firmly in mind the fact that aerospace power is indivisible. This is stated in our basic doctrine. This basic doctrine hasn't changed over the years. Not because our doctrine has become mere dogma, but because this principle has stood the test of time and experience.

- And we still have the same concept—the purpose of aerospace power is to deter attack against us and, if we are attacked, to destroy the enemy's means to wage war.

- This requires aerospace offensive and defensive forces capable of defeating the aggressor's offensive/defensive force. Only this kind of superior aerospace

"In terms of numbers, the Communists converted or perverted a very small percent of the American fighting men they captured. However, as limited as this success was, it awakened us to facts that we should have recognized all along. We had taken Americanism for granted, believing, perhaps, that any American who had lived in this democracy had the necessary inherent convictions and could withstand any subversive effort simply because he was an American"—Joseph S. Imirie, Assistant Secretary of the Air Force

force can continue to be a credible deterrent against attack.

- This force should consist of both manned and unmanned weapon systems to give flexible and diversified power. Parallel development and procurement of manned and unmanned systems is therefore mandatory as we update the forces in line with technological developments.

INFORMATION POLICY . . .

On September 6 and 7 Secretary of Defense Robert S. McNamara explained Armed Forces information policies to the Senate Committee on Armed Services. His primary exposition was presented in a prepared statement. This has been published in full in Supplement No. 96 to the Air Force Information Policy Letter for Commanders and distributed to active and Reserve headquarters information officers.

As part of his presentation, Secretary McNamara set forth his ideas on the threat of communism and on "the spirit of individual freedom and free inquiry" which our Armed Forces defend. "It is my policy," he said, "that the members of the military establishment be indoctrinated in the role they are playing in the battle against communism—through knowledge of the strengths of our democracy, as well as the nature of the threat we face. We are prosecuting a vigorous program and we intend to step it up."

POLICY MACHINERY . . .

Secretary McNamara gave the following views on national policy machinery in a statement to the Senate Subcommittee on National Policy Machinery.

"It is extremely important to keep in mind that national policy machinery is not an end in itself but rather a means to an end. National policies, in the last analysis, must be determined by the Congress and the President acting together. Under our system of government, it is the President who has the ultimate authority in the Executive Branch. He occupies the pivotal position in the government and has a di-

rect responsibility to the entire electorate. As your Committee has underscored in its reports, each President must determine for himself how he can best use the policy machinery of government.

"Of course, the top policy machinery of government is closely tied to the manner in which the President works with his cabinet officers and his other agency heads. In the planning and management of National Security Policy, two Executive Departments are pre-dominant—the Department of State and the Department of Defense. Your Committee has referred to this as 'the central partnership' in national policy machinery. I agree entirely with your evaluation.

"There are few great issues of military policy and of overall military posture which are not inextricably wed to the responsibilities of the Secretary of State in the field of foreign policy. And I am confident that the Secretary of State, Mr. Rusk, when he appears before you later this month, will assure you that the converse is essentially true.

SPACE CHALLENGE . . .

The Executive Secretary of the President's National Aeronautics and Space Council, Dr. Edward C. Welsh, gave some of his personal views on the space challenge to Air Force Association Symposium on "Space and National Security" on September 22. Excerpts:

- By way of introduction, it might be useful for me to make three broad generalizations which in a sense, express my philosophy of this space challenge.

- First, we are in a space race, and it is absurd to pretend that we are not. We are, moreover, not in the contest just for the fun of racing, but rather for our survival as a nation determined to protect its freedom and also as a nation determined to maintain and increase the margin of the material and spiritual advantages of a free society. We have no honest choice to do otherwise in view of the Communist threat. Having finally decided to run instead of walk, we can and, I believe, we will win the race.

• Second, we should be making a vigorous effort in space development, in space exploration, and in space competence, even if no other nation were doing anything at all in space. The potential benefits flowing from this effort are so great that we would have no right to deprive our children or future generations of them, regardless of what the Communists decided to do.

• Third, I believe that the values received from our space efforts will exceed the costs many times over. These values will be reflected in education, in medicine, in metallurgy, in international prestige, in diplomatic negotiations, in defense against aggression, and in higher standards of living generally. We can get all that for an annual expenditure averaging perhaps one percent of our gross national product . . .

• The National Aeronautics and Space Act of 1958 states that it is the policy of the United States that "activities in space should be devoted to peaceful purposes for the benefit of all mankind."

• That is a sound policy for any vigorous, peace-loving nation. Even though it is sound, however, I know also that it is sometimes misinterpreted. It does not mean that space has no military or defense uses.

• I believe that the Defense Department's space vehicles such as ICBM's, *Atlas*, *Samos*, and others, in the hands of the United States, are designed for peaceful purposes. Nothing is more essential for peace than the capability to discourage or deter attack.

• In my view, we do not have a division between peaceful and nonpeaceful objectives for space. Rather, we have space missions to help keep the peace, and space missions to help increase our ability to live well in peace.

VITAL ROLE . . .

"In the years that have passed since your founding, airpower has become aerospace power and both its capabilities and responsibilities have taken a quantum jump. . . . We face in the short run and the long, a wide range of military and diplomatic challenges by a strong and determined adversary. We must be prepared to respond to these challenges across a wide spectrum of military capability, taking full advantage of the flexibility and effectiveness of modern weaponry to deter aggression, but also, if necessary, to fight and win against it. In this great effort our Air Force will, as it has in the past, play a vital role. This is the basis of our military doctrine in a difficult decade . . ." President Kennedy, September 22, in a letter read to the AFA Convention.

THE CODE OF CONDUCT

CODE OF THE FIGHTING MAN

Sometimes we get so used to seeing fine ideals under various labels that we forget the full meaning of the words. We see the words "Code of Conduct" and say to ourselves, "I won't read that, I've read it before."

But read again these words of the U. S. Fighting Man's Code. Think about their meaning. Someday you may be thankful that you did.

- I. I am an American fighting man I serve in the forces which guard my country and our way of life. I am prepared to give my life in their defense.
- II. I will never surrender of my own free will. If in command, I will never surrender my men while they still have the means to resist.
- III. If I am captured I will continue to resist by all means available. I will make every effort to escape and aid others to escape. I will accept neither parole nor special favors from the enemy.

IV. If I become a prisoner of war, I will keep faith with my fellow prisoners. I will give no information nor take part in any action which might be harmful to my comrades. If I am senior, I will take command. If not, I will obey the lawful orders of those appointed over me and will back them up in every way.

V. When questioned, should I become a prisoner of war, I am bound to give only name, rank, service number and date of birth. I will evade answering further questions to the utmost of my ability. I will make no oral or written statements disloyal to my country and its allies or harmful to their cause.

VI. I will never forget that I am an American fighting man, responsible for my actions, and dedicated to the principles which made my country free. I will trust in my God and in the United States of America.

MY SELF-RESPECT

It was eight years ago in September that the last UN prisoner was repatriated at Panmunjom in Korea.

Capt. Theodore Harris was the man. He had been a captive of the Communists for 14 months—ever since he and his B-29 crew had been shot down over Korea in July 1952. Throughout his captivity he resisted every effort of the Communists to break his will—a fact later attested to by other prisoners.

When it came time for repatriation, Captain Harris refused to permit the Communists to take him across the line to the UN side—insisting that they first delete from a document a false statement to the effect that he and other Americans had admitted that the U. S. Air Force had been engaged in bacteriological warfare.

After hours of resistance, at times violent, he was finally handcuffed to a jeep and transported

forcibly to freedom.

Questioned in June 1956 by a Special Senate Committee about his remarkable resistance to constant Communist pressure, Captain Harris explained that two things—a strong faith in our form of government and his need to respect himself—pulled him through.

He said that during his captivity he had kept this thought before his mind: "If I can't go back with my self-respect, I won't go back at all."

Those are words to take their place beside Patrick Henry's "give me liberty or give me death." They are words for us to remember.

The fighting man can keep his self-respect if he maintains his resolution to measure up to the standards in the Code of Conduct, whether in a period of Cold War, in physical combat or in captivity.

(Editor's note: Captain Harris is assigned to the 36th Fighter-Bomber Wing in USAFE).

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THE AIR RESERVIST
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No. 30H 10-61: 458,342

L/G William E. Hall, retiring CONAC commander, receives the Distinguished Service Medal in recognition of his outstanding contribution to the nation's defense posture from Gen. Wm. McKee, comdr of Logistics Command during impressive ceremonies held at Robins AFB, Ga. Gen. Hall entered the military in 1924.



Reserve Camera



Combined efforts of 514th and 459th TCWs at McGuire AFB, and Andrews AFB, Md., netted Texas hurricane Carla over 16 tons of much needed emergency supplies. In both area civic leaders lent a hand as demonstrated here by the



Major Howard C. Strand (standing right), commander of the 172d TRW, Michigan ANG, which trains with MATS, gets one of the daily out-of-station weather briefings for unit pilots at Phelps-Collins Field near Alpena. Capt. Edward Ryzvar is the weather forecaster.



Air National Guard selected Iowa's 132d Fighter Group as standing all-weather fighter unit during the Air Force Association recent convention in Philadelphia. Accepting the Winston P. Trophy is the group's commander, Lt. Col. Robert M. Moore.

On the scene at Travis Field, Ga., to receive a first hand progress report on North Carolina Air National Guard's transition from jet fighters to aeromedical evac aircraft was its commander, Brig. Gen. Wm. J. Payne and a group of prominent Charlotte medical leaders.



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Reference

DECEMBER 1961

THE AIR RESERVIST

OFFICIAL MAGAZINE OF
THE AIR RESERVE FORCES



RESERVISTS FLY SA-16s IN AIR RESCUE

SUPPORT OF BERLIN BUILDUP...page 5

THE LIBRARY
JAN 23 1962

"Quote..."

The following message was sent to commanders of the Air National Guard wings involved in the recent Air Force buildup:

"My warmest salute to the men of your command on their highly successful deployment to Europe. The manner in which the deployment was conducted so soon after recall could only be the result of sustained superior performance.

"It is my desire that every man in your organization know of the pride the whole Air Force feels in this accomplishment which reflects the high standards set and maintained in the Air National Guard training."

Eugene M. Zuckert
Secretary of the Air Force

THE AIR RESERVIST

OFFICIAL MAGAZINE OF
THE AIR RESERVE FORCES

VOL. XIII—No. 10

DECEMBER 1961

AIR FORCE RESERVE AIR NATIONAL GUARD
CIVIL AIR PATROL

General Curtis E. LeMay
Chief of Staff, United States Air Force

Maj. Gen. Robert E. L. Eaton
Ass't Chief of Staff Reserve Forces, USAF

EDITOR
Fred E. Giachino

ASSOCIATE EDITOR STAFF WRITER
Earl E. Lane MSgt. Paul E. Collins

The Air Reservist is an official publication of HQ USAF approved by the Secretary of the Air Force in accordance with Section 278, Title 10, U. S. Code. This section requires the dissemination of complete and up-to-date information of interest to the Air Reserve Forces.

Editorial Office: The Air Reservist
P.O. Box 423, Bolling AFB, Washington 25, D. C.

The material contained in The Air Reservist is listed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by Hq. USAF.

BRIG. GEN. JAMES L. RILEY, former deputy director, Secretary of the Air Force Personnel Council in the Pentagon, now commands the Air Reserve Records Center at Denver, Colorado. Gen. Riley is responsible for directing the activities of the records repository which maintains administrative and personnel actions on more than half a million Air Force Reservists. He began his military career in May 1941 when he gave up a law practice in Atlanta to join the Georgia Air National Guard as a private. A command pilot, Gen. Riley is checked out in both jet bombers and conventional transport aircraft. For Pentagon service he received the *Legion of Merit*.



CAPT. JESS HACKNEY, 123d Civil Engineering Squadron of the Arkansas National Guard, recently was graduated top man in a class of 31 from an extensive nine-month course in civil engineering at Wright-Patterson AFB, Ohio. The course was presented by the Air Force Institute of Technology, included seven members of Allied nations and the chief engineer of both the Korean and Greek Air Forces. Hackney is an Air Guard Technician.

Adams Field near Little Rock. He enlisted in the Arkansas Air Guard in 1952 and later earned his wings as a jet pilot in March 1957.

MSGT. MICHAEL J. MATTIE, of the Second Air Force Reserve Region headquarters serves on the Continental Air Command Air Reserve Forces Policy Committee. Mattie, along with MSgt. Harry R. McCutcheon of Selfridge AFB, Mich., and seven Reserve officers, comprise the committee which recommends policy and regulations affecting the administration and training of the Air Force Reserve. Sgt. Mattie has been an active Reservist for the past 11 years. In his civilian capacity he is a management analyst for the Post Office Department in Washington, D.C., and also serves as a Boy Scout official and leader in the Knights of Columbus at College Park, Md.



SSGT. ARTHUR A. DOUGLASS, JR., chaplain's assistant at Second Air Force Reserve Region headquarters, Andrews AFB, Md., plays an important role in the production of the world-wide "Chapel of the Air," a weekly television series. The program, supervised by the Chief of Air Force Chaplains, had its origin as a public service in Washington, D.C. in 1956. Since 1957, programs have been developed and taped for distribution to Armed Forces television and outlets at isolated locations around the globe. Active as a Reservist since his release from active duty in 1955, Sgt. Douglass has an unusual civilian occupation—that of a pipe organ builder.

A1C CHARLES R. OCHS, information specialist with the 9th Air Support Squadron, Philadelphia, Pa., has completed no less than 36 Extension Course Institute courses on such diversified subjects as weapons, personnel management, intelligence, physical training, public speaking, courts martial, public relations and psychological warfare. An 11th Air Force Reserve veteran, Ochs joined the unit in March 1950 and earned his AFSC as an information specialist in 1958. He presently is associated with RCA as an administrator in visual media engineering and is working on the Air Force Ballistic Missile Early Warning System command.



DEPARTMENT OF THE AIR FORCE
OFFICE OF THE CHIEF OF STAFF
UNITED STATES AIR FORCE
WASHINGTON, D.C.



TO: Dear Reservist

Many words have been written on the subject of "massive retaliation" since the concept of relying on "a great capacity to retaliate instantly" was first publicly discussed seven years ago. Oversimplification of this concept has led to a widespread misinterpretation of its application and to a belief that it involves a strategy for destruction of masses of people.

This misunderstanding of the term "massive retaliation" has often been applied to the Air Force and its concept for the use of nuclear weapons. The misunderstanding should be cleared up.

Retaliation against civilian populations is not a valid military concept; reprisal against cities cannot win a war; and, as a threat to deter war, it is less credible now than it might have been in the past. Only defeat of military forces can win a war and only a force that is clearly able to defeat an aggressor's military force is likely to deter war. We believe that we can deter armed aggressions by being able to fight and win any war that is forced upon us -- including a general war.

We maintain our aerospace forces in readiness to respond to any kind of military challenge the Communists may make. We must be prepared to emerge victorious from a general war should it be forced upon us. We must also be prepared to meet all other levels of aggression from guerrilla activity to limited war. Our best guarantee that such aggression will remain limited lies in the fact that we possess the means to make escalation unprofitable to the enemy.

The task of meeting all challenges is one requiring maximum effort and great flexibility. It is not a one-Service job. Each Service must contribute, but without duplication.

Sincerely,

Curtis E. LeMay

CURTIS E. LEMAY
General, USAF
Chief of Staff



TWO PERFECT MISSIONS

These Texas ANG F-102 pilots and their crew chiefs are from the 182d Fighter Interceptor Squadron at San Antonio. The team placed second in the F-102 class at the 1961 USAF Worldwide Interceptor Weapons Meet held in October at Tyndall AFB, Fla. They were topped only by the 59th FISq., Goose Bay AFB, Labrador, which racked up four perfect missions. The strong Texas entry of four F-102s and a 38-man team, compiled 3,100 points during the 10-day William Tell meet, including two perfect missions good for 1,000 points each. Members of the Texas team included, front row, (l-r) SMSgt Fischer, SSgt Brannan, TSgt Engelhardt and TSgt Foerester. Back row, (l-r) Lt. Col. Didear, Maj. Disler, Capt. Goodman and Capt. Thompson. ADC teams from bases around the world compete annually for William Tell honors.

... PLANS & POLICY

COMMISSIONS are open to qualified Reserve airmen under a new CONAC procurement objective. However, due to a limited quota and large resource for applicants, only Reserve airmen qualified without waivers may apply. Qualifications listed in the new CONAC Letter 45-6, dated Sept. 25, 1961, include these five requirements:

- Airmen must not have reached their 40th birthday as of July 1, 1962, for captain; 34 for first lieutenant; and 28 for second lieutenant.
- Must meet the moral and citizenship standards established in paragraphs 9 and 10 of AFM 36-5; and physical specifications in AFM 160-1 and paragraph 11 of AFM 36-5.
- Must not have an obligation as defined under the Universal Military Training and Service Act.
- Must be assigned to and actively participating in Reserve training in a *Ready* Reserve unit or mobilization position at time of application and at time of appointment.
- Must have completed a minimum of 12 consecutive months in *Ready* Reserve position at the time of application.

Fully qualified airmen should apply through their local Reserve unit advisors for exact processing procedures.

THE COMPTROLLER GENERAL, USAF has ruled that Reservists are not entitled to benefits for injuries sustained while traveling to or from inactive duty training. However, Reservists are entitled to consideration for benefits from the Veterans Administration pursuant to provisions of Section 106(d), Title 38, USC. If a Reservist is killed while traveling to or from inactive duty training, his survivors are entitled to benefits under Section 1475, Title 10, USC. Presently, a Reservist on inactive duty training is entitled to the same pay and other compensations as active duty personnel, including hospital benefits, and compensation for injuries or disabilities incurred in the line of duty.

THE OPERATIONAL READINESS of Air Force Reserve C-119 and C-123 troop carrier squadrons reached a high mark as of October 25. All but two squadrons were rated C-1 (fully operational ready on 24-hour notice). Personnel losses in the two squadrons prevented rating as C-1 when a pilot from one unit was ordered to active duty and another moved from *Ready* to *Standby* status. The other squadron was short one navigator.

ASSIGNMENTS WITH RECOVERY UNITS are being authorized active duty personnel who will be obtained from resources available within the Reserve Forces. Some permanent party airmen already have been placed while other "exceptionally well qualified" airmen are being forecast to fill unit manning documents. Permanent party airmen occupying these Recovery slots include technicians in education and training, personnel and supply. In most cases, personnel have remained status quo when the Air Reserve Group of Squadron was given a Recovery mission. Authorizations were granted to maintain a day-to-day continuity at various Recovery sites with technicians serving as unit advisors.

A BERLIN BUILDUP STATUS REPORT was given by Secretary of Defense Robert S. McNamara during a Pentagon press conference on November 17. The Secretary stated the buildup is proceeding as rapidly as planned, and added, "We are at least on schedule. In certain portions of the plan we are ahead of schedule . . . the Berlin buildup is proceeding very satisfactorily." In terms of actual strength and firepower, Mr. McNamara said that 300,000 men have been added to the U. S. military establishment. Approximately 45,000 men have been moved to Europe.

In reply to a query, the Secretary said: "We have no present plans for calling any additional numbers of men from the Reserve or Guard to active duty." He pointed out that persistent rumors have been to the contrary and he took this opportunity to disclaim them. As for plans to separate Reserve Forces which are now on active duty, he said those forces were called to duty under specific legislation which restricts their term of active duty to 12 months. Mr. McNamara added: "Beyond that, I can't be any more specific at the present time."

Mr. McNamara said that during the period of tension over Berlin he believed that the restriction on dependents' travel to Europe should continue.

THE 452D TCW won the Fifth Annual Reserve Troop Carrier Competition held at Ellington AFB, Texas, on November 18. Led by Col. K. W. Thompson, the Californians from March AFB scored 6,934 points out of a possible 7,900 to best the runnerup 440th TCW team of General Billy Mitchell Field, Wis., by 390 points. Finishing third, fourth and fifth in the final standings were the 349th TCW, Hamilton AFB, Calif., 6,454; 514th TCW, McGuire AFB, N. J., 6,240; and the 403d TCW, Selfridge AFB, Mich., with 5,739 points.



These Air National Guard F-84 jet fighters represent a segment of the largest overseas deployment of tactical fighter forces since WWII. More than 200 ANG aircraft have been relocated in Europe.

Buildup Briefs

Considerable news has been generated since the October 1 Berlin buildup order to duty of units and personnel of the Air Reserve Forces. In addition, some policy changes have been made at Hq USAF.

The overseas deployment of 200 ANG jet fighters to Europe has rated Tactical Air Command and the Air National Guard a pat-on-the-back from Air Force Chief of Staff, Gen. Curtis E. LeMay. Returning from Europe early last month after an inspection trip of the deployed units, General LeMay said: "The movement of the newly federalized ANG units to Europe was executed in an orderly, efficient and professional way. This required the utmost in leadership, planning and cooperation on the part of all units and personnel involved. All obstacles were overcome by ingenuity and determination in spite of the extremely short preparation time available."

Tactical fighter units included in the deployment to Europe were elements of the 122d Tactical Fighter Wing, Fort Wayne, Ind.; the 131st Tactical Fighter Wing, St. Louis, Mo.; the 21st Tactical Fighter Wing, Columbus, O.; the 102d Tactical Fighter Wing, Boston, Mass.; the 108th Tactical Fighter Wing, McGuire AFB, N. J.; and the 117th Tactical Reconnaissance Wing, Birmingham, Ala. They are equipped with F-84F, RF-84F and F-86H aircraft.

Portions of five Reserve Air Rescue Squadrons were called to active duty for a period of 60 days in conjunction with the European deployment. The Reserve rescue units provided added capability to the Air Rescue Service when ANG jet fighters made the Atlantic crossing to augment the U. S. Air Forces in Europe. The call-up involved approximately 100 officer and airman volunteers. They were selected from the 101st, Homestead AFB, Fla.; 302d, Luke AFB, Ariz.; 303d, March AFB, Calif.; 304th, Portland IAP, Ore.; and 305th, Selfridge AFB, Mich. Ten airplanes and their crews were involved in the short tour of duty. Four aircraft were on standby at Goose Bay, Labrador, four worked out of Prestwick, Scotland and the remaining two were located at Eglin AFB, Fla. The latter were on hand in the event bad weather required a southerly route for the Air Guard jets.

Air Guard tactical fighter pilots were well prepared upon call to active duty. Sixty-nine of them ran through a special three-day course for forward air controllers held at the USAF Air Ground Operations School (TAC), Keesler AFB, Miss. The Air Guard officers were called to active duty one week in advance of their units in order to be qualified as forward air controllers by October 1. The course up-dated the officers in new techniques of close air support, tactical air reconnaissance and many phases of coordinated Army-Air ground operations.

Hq USAF temporarily relaxed the college degree requirement in bringing some 300 junior officers on extended active duty. However, the Air Reserve Records Center was told to select the best qualified with the greatest amount of college training. The non-college graduate recall was restricted to a total of 300, to the grades of lieutenant and captain, and to those who volunteered for extended active duty by October 24. USAF says this action was "exceptional" and does not imply a criteria change, but does not rule out future exceptions limited in numbers or in certain skills.

Career opportunities for called-up officers are being provided for, says Hq USAF. They will be voluntary, restricted to junior officers only with a minimum college degree, and conversion on a "no-fly" status. ANG and Reserve officers who can meet the criteria can convert on a virtually unlimited basis as opposed to small annual quotas for those on inactive duty who are seeking career Reserve status in the voluntary recall program. Requirements under FY 1962 criteria are: be in grade of lieutenant or captain; have never been released involuntarily from extended active duty; meet AFR 45-26 qualification criteria; possess a bachelor's degree or higher; * come to duty not on flying status; must be able to complete 20 years active military service, ten of which is commissioned, before reaching 60 years of age or 28 years of commissioned Reserve service.

Exceptions are chaplains and medical officers who have their own procedural and professional review. * USAF clarified that call up of Reservists or Guardsmen currently occupying cockpit positions would require them to give up flying status when and if converting to career Reserve status.

Temporary promotion of second lieutenants called to active duty under the Berlin buildup has been affected by a change to AFR 36-56. While the change eliminated promotion delay for some recalled officers, most second lieutenants still must wait out the 18-month in-service rule. The amended reg also states that three years commissioned service is sufficient for temporary promotion to first lieutenant. Henceforth, a second lieutenant with two and a half years time in non-EAD status, upon going to active duty, must wait only six months for his temporary promotion. Previously, an officer had to serve 12 months on active duty to win temporary first lieutenant promotion. Basically, AFR 36-56 lists three ways for promotion to first lieutenant: on completion of 18 months EAD commissioned service; have 24 months total commissioned service, including at least 12 on the current active duty tour; or three years commissioned service as a Reservist in an active status.



Mr. John A. Lang, dep, Reserve-ROTC, USAF, talks with Lt. Gen. Blake, CONAC comdr, and Maj. Gen. Webster, C/S ADC, during October visit of Policy Committee at Ent AFB, Colo. Committee included Maj. Gens. (l) Shoop, ANG; (2d r) Edmundson; and (r) McCoy.

THE AIR RESERVE FORCES POLICY COMMITTEE held its 33d meeting on October 20-25 at the Pentagon. The Berlin buildup reflected changes in committee members with the calling to active duty of Brig. Gen. Donald J. Strait and Col. Robert D. Campbell, both Air Guard officers. They were replaced by Brig. Gen. Edward Fry, chief of staff for Air, Kansas ANG, and Col. Waldo Timm, acting chief of staff for Air, Oregon ANG, and commander of the 142d Fighter Group, Portland, Oregon.

Eleven recommendations were forwarded to the Secretary of the Air Force for final action. They were:

- Proposal to amend appropriate Air Force regulations pertinent to eligibility requirements for appointment to position of State Adjutant General, and that the Secretary seek clarification of the position of the Office of the Secretary of Defense with regard to promotion of officers below the rank of colonel.
- Recommend that initial appointments of Medical Service Corps personnel into organized units of the Air Reserve Forces be authorized without the requirement for concurrent active duty tour, provided certain conditions are met.
- Request to establish special committee to study feasibility of dispersing Air Reserve Forces units to low-density population areas, and proposed organizational structures which would fit a dispersal pattern.
- Suggest Hq USAF realistically recognize local problems of recruiting as well as the general problem facing units through depletion of authorized training spaces, and review their criteria when considering waivers from the field on enlistment of retired airmen in ANG and Category "A" Reserve units.
- Urge Hq USAF recognition of local training, manning and recruiting problems when considering requests from the field for waivers on retention of officers promoted to the grade of major in aircrew positions in Reserve troop carrier wings, and the same for requests for waivers in all cases where a technically qualified officer might be lost through promotion with no reasonable expectation of replacement by a qualified officer.
- Recommend that specialized units (R&D, legal, intelligence and information) be maintained at locations where these units can perform an active support mission of the Air Force; and that these units be administered by Recovery groups or higher headquarters, as appropriate.
- Support present course of action by the Secretary of the Air Force with regard to procurement of material and supplies and the continual improvement of the aircraft and missile deterrent forces of the U.S.
- Propose amendment of CONAC Letter 40-7, July 19, 1960, to permit attendance of Air Reserve Technicians at service schools in military status.

- Recommend the same benefits and privileges be extended to qualified dependents of Air Force Reservists who are killed while on inactive and active duty training status, as are extended to dependents of active duty members.

- Amend provisions of AFR 34-14 to permit members of the Air Reserve Forces to participate in Air Force aero clubs.

- Propose study to correct apparent deficiencies in the recent mobilization of certain Air Reserve Forces units with a view to attaining greater flexibility and more rapid reaction.

A special resolution was submitted citing the superior and outstanding service rendered the Committee by the Executive Secretary, Col. I. G. Brown, and his staff.

MAINTAINING CORRECT ADDRESSES for more than half a million Air Force Reservists is a big job at the Air Reserve Records Center, Denver, Colorado. Processing 10,000 to 15,000 address changes each month, and researching the "whereabouts" of 10,000 "lost" Reservists, places a heavy workload on its personnel.

ARRC says most frequent offenders are Reservists who move and fail to notify them of their new addresses. A note or postcard will do the job, as long as it is legible and contains the Reservist's name, service number and new address. But many Reservists forget to send even this information.

Called "bad" addresses at ARRC, these irregularities result from error on the Reservist's part. One Reservist, living in a town called *Cedar Springs*, inadvertently listed his address as *Cedar Mills*. The clerk at ARRC could find no such town listed for the state given and assumed it was a typographical error. The postal directory of that state listed a *Cedar Hills* and mail sent there was returned. It took ARRC address researchers almost four months to correct the error.

In this case, an inquiry eventually went to the Reservist's father. The father contacted the son at his civilian post in the Pentagon. Soon ARRC received a letter from the official "I understand the Air Force is looking for me." He was unaware of his error.

This is the sort of problem faced every day by ARRC address researchers. A search of the master personnel record may turn up a "good" address from which to start. The Reservist's parents may provide a lead, but if they can't give a good address, the search goes to other agencies: the Veterans Administration, Selective Service, the Post Office Department. As a last resort, the police department may be queried.

The monthly mailing of *The Air Reservist* reveals many bad addresses. Most can be corrected with research; however research takes time, manpower and money. The whole problem could be simplified—or even eliminated—if each Reservist remembered his responsibility: keep the Air Reserve Records Center correctly informed of any change of address.



Researching addresses is a long, oftentimes tedious process for employees of the Air Reserve Records Center, Denver, Colorado. As many as 30,000 individual Reserve records are constantly reviewed.

ACADEMY LIAISON OFFICERS NOW...



FULL TIME ALUMNI

Most schools and universities have a sizeable alumni to counsel and encourage prospective candidates. Until two years ago, the Air Force Academy had no graduates and a new approach was needed to arouse interest in this newest service institution.

In the fall of 1957, the Air Force Academy began utilizing Air Reserve Liaison Officers to provide counsel for young men interested in nominations to the Academy. Through a special department of the Registrar, Reservists were appointed as official Liaison Officers for the Academy to form a quasi "alumni" association. Approved by both CONAC and USAF, this program was established on a strictly voluntary basis with Reservists requesting Academy Liaison Officer duty in addition to the Reserve assignment — without reimbursement. The response was enthusiastic and immediate and more than 300 volunteers were screened and assigned. Additional volunteers came into the program every month, including officers of the Air National Guard and the Civil Air Patrol, as well as several active duty officers who supplemented the work of Reservists in specific organizations or areas.

In the first year of the Liaison Officer program, the Academy received nearly 100 more nominations than in any preceding year; each succeeding year nominations steadily increased. Col. Virgil J. O'Connor, Academy Registrar, said, "... this increase in nominations can be attributed in great degree to the efforts and enthusiasm of Academy Liaison Officers."

In the spring of 1961, approximately 1,000 Reserve officers were performing counseling duties across the country. But surveys indicated that only about one third of each new class received counseling from Liaison Officers. Few

of the cadets who have been counseled resign from the Academy for lack of motivation. This speaks well for the effectiveness of the counseling program. To increase this effectiveness the Air Force authorized a new program whereby Reservists holding Part III assignments could meet their annual training requirements by performing Academy counseling duties. The Liaison Officer program has been authorized 1,500 Part III spaces to insure every congressional district at least two Liaison Officers.

Additional Duties

In addition, CONAC authorized Reserve officers holding Part I positions in the Recovery group program to assume Academy Liaison Officer responsibilities as additional duties; no limit was placed on the Part I type Liaison Officers. With this approach, the Academy can cover the entire United States with sufficient Liaison Officers to counsel almost every potential Academy candidate.

To provide controls, the United States was divided into 82 geographical areas — with each area identical to that of a Recovery group. Next, the Academy selected a Liaison Officer to act as a coordinator for each area. All the Liaison Officers in that area are responsible to the Coordinator and work under a program developed in accordance with Academy policy. The Coordinator selects and recommends appointments of qualified officers in his area to the Liaison Officer program. He also recommends replacement for those who fail to perform their duties; acts as certifying officer for Form 40s and rating officer for Part III Liaison Officers. Other Reserve (Part I), Civil Air Patrol, Air National Guard, and active duty Liaison Officers are under the Coordinator's direction when in his area.

Part III Reservists assigned to Liaison Officer duties must devote a minimum of 24 periods without pay and 15 days active duty for training in Academy counseling duties. Part I officers accom-

plish their responsibilities in addition to their mobilization assignment.

A Part III Reservist desiring Liaison Officer assignment first must submit a Form 1288 to the Liaison Officer Coordinator in his area. If the Coordinator recommends him for assignment the Form 1288 is endorsed to the Academy. If spaces are available the Academy concurs and requests the Air Reserve Records Center to issue the necessary orders.

Officers obtaining a Part III Liaison Officer assignment must discontinue any other Part III assignment they may have with an Air Reserve Squadron. A Part I Reserve officer desiring Liaison Officer duty must discuss the matter with his unit commander before contacting the Liaison Officer Coordinator. If recommended for assignment, he is required to submit an official letter to the Coordinator who endorses it to the officer's unit of assignment with the request that orders be issued permitting the additional duties. Part I Reservists accepting additional duty as Liaison Officers must coordinate their activities with the official Coordinator of the area. (Full details of the Liaison Officer appointments are contained in CONAC Regulation 45-8.)

"Open Book" Exams

When orders are received by the Academy appointing a new Liaison Officer, a copy of the Air Force Academy catalog and an examination covering the catalog material are sent to him. Before beginning counseling duties he is required to take an "open book" examination to insure that he possesses a working knowledge of the Academy and its entire admissions program. After successful completion of the examination the new Liaison Officer is sent a kit of counseling materials.

The award of points for performance as a Liaison Officer is authorized as project training under Para. 8g, AFR 45-15. Part III Reserve Liaison Officers are required to perform a 15-day active

see ALUMNI page 10



Air Academy Supt., Maj. Gen. William S. Stone (r), talks with three of 200 liaison officers attending third annual training conference at Colorado Springs, Col., in September. (l-r) Reserve officers Capt. John R. Madden, Fresno, Calif., Lt. Col. Douglas W. Jorn, Hastings, Neb., and Lt. Col. Edgar D. Whitcomb, Seymour, Ind. Some 1,500 Reservists perform liaison officer duties.

NATO RESERVISTS TOUR U.S.



The rising spires of the Air Force Academy's new chapel provide the background for these CIOR visitors as one of the Academy faculty points out other new facilities.

Members of the Executive Committee of the Interallied Confederation of Reserve Officers recently toured various facilities in this country. The purpose was to give our NATO Allies an opportunity to witness the status of U. S. military and government developments and civilian resolve in the aerospace age.

On September 19 at Orly Field, Paris, France, 27 Reserve officers from nine NATO countries boarded a plane bound for an 18-day whirlwind tour of the United States. The Reserve officers, executive committee members of the Interallied Confederation of Reserve Officers (CIOR), represent 485,000 Reserve officers under NATO jurisdiction.

The committee was headed by president Lt. Col. Leon G. Turrou, an American Army Reservist residing in Paris. The first stop was Philadelphia where the group attended the Air Force Association convention and held open-end discussion with top-level civil and military leaders.

The next stop was Washington, D. C., and the Pentagon where they were welcomed by the NATO Standing Group. Here they were briefed on the U. S. Reserve Forces by Maj. Gen. Robert E. L. Eaton, assistant chief of staff for Reserve Forces, USAF, and the chiefs of the Reserve Components of the Army, Navy and Marines. Later, they breakfasted at the Senate Office Building as guests of Senator Barry Goldwater (Arizona), and toured the Lincoln and Jefferson memorials. They placed a wreath on behalf of the CIOR at the Tomb of the Unknown Soldier, Arlington National Cemetery, then proceeded to Mt. Vernon.

The tour included a presentation by the SACLANC-NATO (Supreme Allied Commander, Atlantic) briefing team at Norfolk, Virginia, and another at Hq Continental Army Command at nearby Fort Monroe. This was followed by a visit to Langley AFB, Virginia, for a top-side look at the headquarters operation of both Tactical Air Command and the National Aeronautics and Space Administration.

At Robins AFB, Georgia, the group met with Lt. Gen. William E. Hall, the now retired commander of Continental Air Command, and was briefed on CONAC's mission and the Air Force Reserve program.

A cross-country hop in CONAC T-29 navigation trainer took the CIOR group to Colorado Springs, Colorado. There



During a stopover in New York City, Mayor Robert Wagner officially greeted the CIOR visitors while the New York Squadron of AFA and the 9215th Air Reserve Squadron arranged for a sightseeing tour of landmarks such as the Statue of Liberty and the home of the UN.

he Reserve officers made a complete round of the training and dormitory facilities and talked with Air Force Academy cadets. The committee stopped at nearby Ent AFB where it was treated to a full-sized presentation on the mission and operation of the North American Air Defense Command by Gen. Laurence S. Kuter. He explained the successful international aspects of NORAD's defense of the North American continent against aerospace attack and its early warning field of 10.5-million square miles. They also saw a simulated attack and got a look at NORAD's combat operations center and the space detection tracking system.

Returning east, the NATO Reservists viewed Strategic Air Command's operation at Offutt AFB, Nebraska. They visited SAC's underground control center and saw its world-wide communications network in action. This was followed by a trip to nearby Fort Omaha, the home of the U. S. Naval Reserve Training Command.

Back in New York, the committee visited the town's main attractions and saw behind-the-scene operations of the metropolitan city.

Finally, the committee arrived at Philadelphia International Airport to board a plane for Paris and their home countries. The tour's objective was simple. It successfully served its purpose: to let our friends in NATO see for themselves that the United States and its people are expending rededicated and continuing effort to maintain the safety and well being of the Free World.

The CIOR Executive Committee

Belgium: Lt. Col. Jean S. Bloch, industrialist; Maj. Paul-Marie H. De Meester De Heyndonck, attorney; Lt. Col. Cyril L. Van Osselaer, import-export.

Denmark: Lt. Col. Robert C. Jorgensen, businessman; Maj. Frederik Castenskiold-Benzon; Maj. Arne Hoff, educator.

France: Lt. Col. Eugene E. Weismann, director, automobile industry; Lt. Col. Lucien C. Bochet, educator; Lt. Col. Jean Yves Martin, director general, technical firm. Lt. Col. Julian Huber, president, medical association.

Germany: Maj. Gen. Vollrath Von Hellermann, vice president, industrial firm; Col. Ulrich Engelke, retired; Lt. Col. Kurt Pickart, attorney.

Greece: Capt. Demetrios Comnas, real estate operator; Capt. Hercules Gourgoutis, educator, Capt. Nicolaos Pandoniou, attorney.

Italy: Col. Achille Brughiera, director, steamship company; Vice-Adm. Araldo Fadin, foundation chairman; Maj. Mario Leali Tranquilli, attorney.

Luxembourg: 1st Lt. Fernand Bock, bank official; 1st Lt. Andre Flammang, chief accountant, motor company; 1st Lt. Jean Nesser, air traffic manager.

The Netherlands: Lt. Col. J. H. P. V. Haitsma Mulier, attorney; Maj. William Erdmann, attorney; Maj. Peter Lavenburg, attorney and banker.

United States of America: Lt. Col. Leon G. Turrou, financial consultant; Maj. Edward F. Grecki, financial consultant.



The Air Force shuttle boat carried CIOR members back and forth on the scenic Potomac River from Bolling Air Force Base to the Pentagon. At the Pentagon they were given orientations by the chiefs of all Reserve components including the AF, Army, Navy and Marine Corps.



Gen. Curtis LeMay, AF Chief of Staff, (l) talks with CIOR members during visit to the Air Force Association Convention held in Philadelphia. Reservists (l-r) are Cdr Brughiera, Italy, Lt. Flammang, Luxembourg, Vice Admiral Fadin, Italy, and Lt. Lesser, Luxembourg.



Sen. Barry Goldwater of Arizona (c), a Reserve brig. gen. hosted CIOR members when they breakfasted at Senate Office Building in Washington. (l-r) are Major Hoff, Denmark; Lt. Col. Turrou, USA, CIOR pres.; Major Castenskiold-Benzon and Lt. Col. Jorgensen, Denmark.



At Philadelphia's International Airport, 27 Reserve officers from nine NATO countries offer a salute of bon voyage before boarding a military plane for the return to Orly Field near Paris. The CIOR tour, sponsored by DOD and hosted by the USAF, covered seven states.

Air Mail



Q. I forwarded a change of address to the Air Reserve Records Center and my request was returned for more information. Must I use a special form to change address?

A. It is not necessary to use a special form. A letter or card will serve the purpose, if it is legible and complete. It is imperative that your service number be correctly given. It is also necessary that your name is clearly written (printing preferred) exactly as your original enlistment and that the new address is clear. All records at the Air Reserve Records Center are kept by service number.

Q. I am a lieutenant colonel with 22 years satisfactory service for retirement under Sec 1331, Title 10, US Code, and intended to request transfer to the Retired Reserve Section. If I am not on a recommended list for promotion will I be placed on the Reserve Retired list in the grade for which I have been recommended?

A. PL 86-559, June 30, 1960, provides that officers on a recommended list will be transferred in the higher grade in those cases where separation from active status is mandatory because of physical disability, completion of total service or maximum age. If you are not in one of these categories you would not be eligible for the higher grade.

Q. I am a reserve Major on active duty as an airman. I plan to retire in September with 20 years of active duty, 14 served as a commissioned officer. Will this retirement affect my Reserve status?

A. You may continue your Reserve commission by transferring to the Retired Reserve Section. You have obviously qualified for such transfer already and may apply prior to your retirement from active duty if you wish. If you do not apply for Retired Reserve membership when you apply for retired pay you will be subject to discharge from your Reserve commission.

Q. I had a heart attack recently and my doctor told me that I am not fit for military service. What should I do?

A. It is recommended that your attending physician forward a summary of your current medical status to Air Reserve Records Center, ATTN: Sur., 3800 York Street, Denver 5, Colo. A recent change of AFR 160-19 states that in cases of personnel having medical conditions which might disqualify them, a summary from a physician or results of medical examinations may be submitted rather than requiring complete medical examination by a military facility. If necessary to forward your case to some other headquarters for action, the Air Reserve Records Center will take necessary action.

Q. Will my communication receive more expeditious handling if I address it to an individual at the Air Reserve Records Center?

A. If mail is addressed to an individual it is considered personal mail and in the event the addressee is not on duty your communication may be delayed. Address all communications to the ARRC, 3800 York Street, Denver 5, Colorado. When making a reply to a request for information and the office of primary interest is known by the "In Reply Refer To" line it will expedite routing if the communication is addressed to the requestor.

Q. My enlistment expired on June 27, 1960. I have not received my discharge certificate. I moved in February, but failed to notify you of my change of address. How can I get my discharge documents?

A. Your discharge documents were returned to us undeliverable and were forwarded to Chief, Air Force Branch, Military Records Center, GSA, St. Louis 32, Missouri. You may request them from that office.

Aerospace Library

Journey of the Giants, Major Gene Gurney (Coward-McCann, \$4.95). The story of the A-bomb over Hiroshima and Nagasaki. Unfolds the details of the early operations, the determined campaign from the Mariana's, the air tactics, strategy and employment by which the B-29s brought Japan to surrender. Features the men who directed the B-29 operations, the crews who flew the missions.

Combat Cameraman, Jerry J. Joswick and Lawrence A. Keating (Chilton, \$3.95). AF combat cameraman Sgt. Jerry J. Joswick's own story of his adventures on the battlefields and in the skies over Europe while recording some of the great drama of World War II.

Thunderbirds, Martin Caidin (E.P. Dutton, \$4.00). With line drawings and photographs by Fred L. Wolff, this is the author's first-person, from-the-cockpit report on the U.S. Air Force's precision flying team "The Thunderbirds", describes in vivid text the men and planes and the operations.

■ ALUMNI from page 7

duty tour on behalf of Academy matters. An actual tour at the Academy is beneficial to a thorough understanding of the Air Force Academy, its curriculum, mission procedures and cadet life.

When approved by Hq USAF an annual Liaison Officer conference is held at the Academy. Each Liaison Officer is given a chance to see the Academy. He is briefed by key officers of the staff and faculty and receives the latest information on counseling programs. Attendance at these conferences is limited to those Liaison Officers who have not attended the conference in several years or who have never been to the Academy on an active duty tour.

The Liaison Officer is the Academy's official representative at the home town level to every prospective candidate. Almost all young men who have a motivation and potential for the Academy need guidance; the Liaison Officer can show them all the steps necessary to prepare themselves in seeking nomination and appointment.

The new Liaison Officer program promises to increase the quality of the Academy's raw material. The product—the quality of the graduating cadet—promises to be continued at a high level insuring the Air Force with the necessary leadership of the aerospace age of today and tomorrow.

A wartime service that developed among civilian aviators wouldn't quit when the shooting stopped. Enthusiasm and fore-sightedness took over and Civil Air Patrol kept going. Twenty years now have passed and CAP's future looks brighter than ever.

Civil Air Patrol is a wartime phe-nomenon that has thrived through twenty years of hot and cold inter-national conflict and stands today with the Air Force and Air Force Reserve on the threshold of a new era of service.

December 1, 1961 is CAP's 20th anniversary. Its "parent" administrative command, CONAC, also observes an anniversary—its 13th—the same day. Continental Air Command came into being on December 1, 1948, and CAP joined its family on January 1, 1959.

When CAP was formed by civilian aviators a week before Pearl Harbor, little thought was given to it other than as an emergency organization of the war. But its courageous, sometimes heroic record of service won the respect of Capitol Hill and the nation.

In 1946, Congress accorded the CAP nucleus a charter as a nonprofit, benevolent corporation which was further honored in 1948 when it was declared a civilian auxiliary of the U. S. Air Force. This signal honor kept CAP close to the military air arm with which it had served and made it possible to obtain valuable surplus aviation and communications items from the Air Force

and the sister services through the Department of Defense.

As the years rolled by, CAP consistently proved its flying prowess and exceeded all of the other agencies, military and civilian, in hours and sorties and is credited with assisting in saving hundreds of lives. Latest 1961 reports from the Air Rescue Service of MATS, which now has operational control of CAP's rescue activities, show that more than 60 percent of the flights and hours in the air are by CAP.

Rescues Routine

Distinguished is the record, too, of CAP's help in times of domestic disaster, floods and storms, like havoc-wreaking hurricanes Donna and Carla. Individual tales of rescue that are more than routine are taken as an expected matter of course. Hardly a day passes without an emergency mission somewhere in CAP's 52 wings.

More than a score of state governments appropriate annual funds to help their own CAP to maintain efficiency and to carry on its aerospace education mission. The Air Force maintains a national liaison headquarters at Ellington AFB, Texas, and regional and



wing liaison offices to keep the organization close knit functionally. Aerospace educators of CAP at the national and regional offices advance the cause of aerospace education throughout the country. Today, more than 500 high schools use CAP aerospace texts; thousands of teachers have attended CAP-sponsored summer workshops in more than a hundred colleges and universities, and their knowledge of aerospace has been passed on to many tens of thousands of youngsters, from kindergarten through high school.

In its 20th year, under the guidance of Brig. Gen. Stephen D. McElroy, USAF, the CAP national commander and administrator since 1959, the organization has expanded its cadet activities to six major events: National Drill Competition, International Air Cadet Exchange, Jet Age Orientation for girls, Jet Orientation for boys, Space Age Orientation and the only activity sponsored by a civilian agency, the Federal Aviation Agency's Orientation Course in aircraft traffic control and management. Additionally each summer, nearly 10,000 cadets attend encampments at more than 40 Air Force bases.

Flights Provided

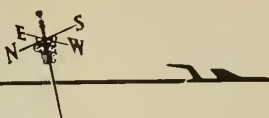
The Air Force and its Reserves provide most of the airlifts for the seniors and cadets attending the various events. Overseas flights are usually provided by MATS and where necessary, the Air Force charters commercial planes to carry out CAP projects.

This threshold of the space age encompasses all and Civil Air Patrol is fitted closely into the scheme of things: wing agreements with Civil Defense agencies; a plan for close work with the Air Force Reserve Recovery Program; new nations of the free world added to the annual exchange roster; a five-year plan to boost senior and cadet membership to 160,000 with ready aircraft owner-pilots to answer the call to emergency, local or national.

The proficiency of the unpaid volunteers of Civil Air Patrol continues on the upgrade and a third decade of community and national service begins.



Cross Country



AID FOR BRITISH HONDURAS—Reservists of the 76th Troop Carrier Squadron at Homestead AFB, Fla., provided the first Air Force airlift to storm-battered Belize in British Honduras. A C-119 and its four-man crew ferried nearly 12,000 pounds of medicine, food and clothing to residents of the city left devastated by Hurricane Hattie. Donations came from Miami business firms and citizens along with personnel at Homestead. Crew members on the mercy flight included the pilot, Capt. James W. Kehoe; Capt. Bernard L. Shurline, co-pilot; Lt. Robert Prebianca, navigator; and A1C Preston L. Barfield, radio operator.

AIR FORCE RESERVE WEEK—Governor Stephen L. R. McNichols of Colorado officially proclaimed the period from October 30 through November 5 as "Air Force Reserve Week." Highlight of the week's observance was a Strategic Air Command B-47 recovery by the 9531st Air Force Reserve Recovery Squadron at Stapleton Field near Denver. The SAC aircraft with simulated damage, including engine trouble, crew injuries and radiation contamination, landed at Stapleton where the 9531st engaged in a full-scale recovery exercise. The Reserve Officer Association's Policy Committee also staged its bi-annual meeting in Denver during the same period.

SKY SHIELD—Reservists of the 8307th Recovery Group at Buffalo, N.Y., took full advantage of the October 14 "Sky Shield." While the nation's civilian airlines were waiting for a 12-hour flying restriction to be lifted the Group was busy co-sponsoring a public open house at Greater Buffalo International Airport. As part of its first weekend training the Group assisted airport officials in conducting tours of terminal facilities and military aircraft for more than 25,000 area visitors. "Sky Shield," a nation-wide air defense exercise, provided Reservists at Buffalo an opportunity to familiarize themselves with the activities of their civilian counter-parts in the refueling, maintenance, security and servicing of the civilian aircraft fleet.

LETTER OF APPRECIATION—Colonel E. B. Roberts, USA, commander of the 506th Infantry, 1st Airborne Battle Group, at Fort Campbell, Ky., praised Reservists of the 434th TCW at Bakalar AFB, Ind., for outstanding support during Exercise *Swift Strike*. Col. Roberts said in a letter to 434th Commander Col. John W. Hoff, "I can sincerely say that the 434th's performance in executing this airborne operation was one of the best I have seen in my 19 years of airborne experience."

Two Reserve troop carrier wings have received USAF Flight Safety awards for outstanding flying achievements during the period from January 1 to June 30, 1961. The 349th TCW at Hamilton AFB, Calif., amassed 6,250 accident-free flying hours to merit distinction and a similar award went to the 442d TCW, Bakalar AFB, Ind., for its 4,700-hour safety mark . . . Colonel Edward C. Bates, a B-17 pilot during WWII who helped evacuate General MacArthur from the Philippines, is the new commander of the 2481st Air Force Reserve Sector in Minneapolis. A 25-year veteran, Col. Bates wears the *Distinguished Flying Cross* with three Oak Leaf Clusters, the *Silver Star* and *Legion of Merit*.

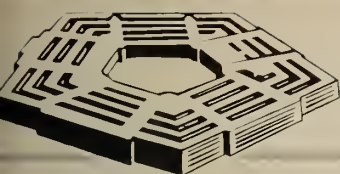
A forum on the Air Force Reserve Recovery program hosted by the 8306th AF Recovery Group was attended by more than 200 military and civilian dignitaries in New York City. Heading the list of speakers were Lt. Gen. Gordon A. Blake, CONAC commander and Brig. Gen. Benjamin G. Willis, commander of the First Air Force Reserve Region at Stewart AFB, N.Y. . . . Reservists in the Washington, D. C. area have been invited to join the Automotive Competition Touring Club which meets two Thursdays each month at the Andrews AFB, Md., Service Club. The ACTC was organized three years ago and recently opened its doors to interested Reservists . . . Capt. Richard Bosley, commander of the 440th Operations Squadron at General Billy Mitchell Field, Milwaukee, Wis., has found a new way to bag geese, in or out of season. During a routine training mission one of the "honkers" smashed through the windshield of his C-119 and landed on the navigator's table. Fortunately the crew was able to return to base without further difficulty but a bit wiser on the operations hazards created by migrating game.

Colonel Blake C. Miller, USAF (retired), former commander of the 2483d AF Reserve Sector, Richards-Gebau AFB, Mo., has been appointed executive director, Industrial Bureau of the St. Joseph, Missouri chamber of commerce . . . At Mastic Airstrip, Long Island, New York, the 9111th Air Force Reserve Recovery Squadron was presented an American flag by the Suffolk County chapter of the American Legion. Lt. Col. Ernest A. Frey, commander of the 9111th accepted the flag from the Suffolk Legionnaires during an October 1 ceremony . . . Flight crews and selected support personnel of the 305th Air Rescue Sq at Selfridge AFB, Mich., have been transferred from Goose Bay, Labrador to South America in support of Operation *Long Legs*, which involves good will demonstrations by the USAF *Thunderbirds*.

Rhode Island's 143d Troop Carrier Squadron (medium) received the Air National Guard's highest rating in 1960 for Operational Readiness in the SA-16 Amphibious Aircraft Category. The unit, based at Theodore Francis Green Airport in Warwick and assigned 12 SA-16s, was given the award during the National Guard Association's 83d General Conference held in Las Vegas, Nev., in October. Commander of the award-winning unit is Lt. Col. Robert M. Magown . . . Michigan ANG's 171st Tactical Reconnaissance Squadron has received two awards for outstanding flying accomplishment. During the ANG convention in Las Vegas the 171st received the Operational Readiness Award, besting nine other Tactical Recon squadrons. For the period July 1, 1960 to June 30, 1961, the unit also received the Tactical Air Command's Flying Safety Award as the result of a perfect safety mark.

CORRECTIONS: Just in case the old adage that "time heals all wounds" doesn't always apply, *The Air Reservist* offers its apologies to the 434th TCW of Bakalar AFB, Ind. listed in the July issue as the 734th TCW. And members of Flight C of the 9693d ARSq., have informed us that they are located at Eldora, Iowa and not in Eldorado, as indicated in the September issue. Also brought to *The Air Reservist's* attention in the July issue was a discrepancy in the time a Reservist must serve to merit wearing of the Armed Forces Reserve Medal. According to Paragraph 30, AFR 900-1 requirements are 10 satisfactory years within 12 consecutive years instead of 12 consecutive months.

Merry Christmas
from the Air Reservist Staff.



Pentagraphs

PROMOTION BOARD: A board of officers convenes at the Air Reserve Records Center, January 12, 1962, to consider approximately 1,200 eligible majors for promotion to the grade of lieutenant colonel. To be eligible for consideration officers must hold a promotion service date on or before June 30, 1956, have total years service date on or before June 30, 1942, and must have been in active status for one year prior to the board's convening date. Eligible officers are encouraged to submit communications under the provisions of Section 8362, Title 10, USC, and should write to the President, Reserve Officer Promotion Board, Air Reserve Records Center, 800 York Street, Denver 5, Colorado. When writing, officers should include a statement of intent as to willingness to be assigned to a Reserve unit if one were available. All communications must arrive prior to the date the board convenes.

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PRO PAY: USAF has made important changes in the proficiency pay program for the Berlin buildup. One major rewrite revolves around granting of eligibility for pro-pay to qualified Reserve and Air Guard airmen coming on active duty. Pro-pay is not applied with a road brush to all Air Force skills, but is limited to some AFSCs in highly technical fields to help make these AF jobs more competitive with industry. Pro-pay has two current skill and pay levels—P-1 at \$30 a month; P-2 at \$60 a month.

★ ★ ★

JUDGE ADVOCATE'S RULING: May an officer commissioned in AFROTC legally be required to serve three years on active duty even though his eight year service obligation date will expire prior to completion of such a tour? JAG says yes and cites an example where an officer requested and was twice granted deferments in order for him to further his education. Despite the fact that his service obligation expires in June 1963, JAG ruled that since he agreed to such a contract of duty in 1955 and again in 1957 in a non-rated status he must serve actively. In addition he was not selected for promotion to first lieutenant in 1958. In this case, the JAG agreed that it would be in the best interests of the Air Force to correct the promotional error and suggested that he initiate a request for a correction of the records under Section 1552, Title 10, USC.

U.S. STRIKE COMMAND: Elements of Tactical Air Command and the Strategic Army Corps are being combined to form the United States Strike Command. The joint Air Force-Army command is expected to be operational by the end of this year, with temporary headquarters at MacDill AFB, Florida. Heading the unified command is Army's Gen. Paul D. Adams; Lt. Gen. Bruce K. Holloway, USAF, will serve as his deputy commander. Strike Command will provide combat ready land and tactical air forces which can be moved rapidly when required to augment U.S. forces already deployed, or to carry out other "contingency missions" as may be assigned by the Secretary of Defense or the Joint Chiefs of Staff.

★ ★ ★

NO JAGS TO ACTIVE DUTY: During a visit to MacChord AFB, Washington, in October, Maj. Gen. Albert M. Kuhfeld, Judge Advocate General, USAF, said no call up of Reserve Judge Advocates of the Air Force is in sight. On a tour to Alaska and the Far East, General Kuhfeld stopped off at the 28th Air Division to discuss the Reserve Associate Judge Advocate Program which has resulted in 33 practicing Reservist lawyers serving the active duty Air Force in the states of Washington and Oregon. These Reservists spend one day a month and an annual two-week tour as military lawyers.

★ ★ ★

HAWAII CALLS: The 154th Fighter Group, Hawaii ANG, has need of men with a minimum of two years MG-10 FCS experience or personnel with radar experience for employment in grades NGW-12 and NGW-11. Write and state full experience to Capt. John Beaumont, 154th Fighter Group (AD), Hickam AFB, Hawaii.

★ ★ ★

CAP NOTE: Civil Air Patrol, which celebrates its 20th anniversary this month, launched a five-year recruiting program which is expected to raise the CAP aircraft owner-pilots to a total of 10,000. The organization now has 9,500 licensed pilot-members . . . CAP has great need for Chaplain service and says AF Regulation 45-15 permits Reserve Chaplains point-credit for certain activities with the organization. Reserve Chaplains may contact local CAP units, or write to National Chaplain, HQ CAP-USAF, Attn: Staff Chaplain, Ellington AFB, Texas, for information.



SPACE EFFORT . . .

Vice President Lyndon B. Johnson told the American Rocket Society on October 13 that a fully cooperative space effort is needed. He said:

- Our knowledge of outer space, and of activities in space, allow us to say with sad conviction that space systems can be of direct defense importance. Indeed, some defense functions can be conducted with unique advantage in space.

- These include early warning of ballistic missile attack, various kinds of surveillance and reconnaissance, communications of a secure and invulnerable kind, and navigation. Space programs have benefits which can apply to both civilian and military efforts.

- It is not useful to pretend that arbitrary distinctions can or should be made between the two. The same engineering, the same scientific knowledge, the same values of man in space are applicable to defense and non-defense objectives. The liquid-fueled rockets from our IRBM and ICBM programs, as well as the solid fuel technology developed in the *Polaris* and *Minuteman* programs, all have become a part of the national space effort.

- If I could get but one message to you it would be simply this: The future of this country and the welfare of the Free World depend upon our success in space. There is no room in this country for any but a fully cooperative, urgently motivated all-out effort toward space leadership.

COUNTERFORCE . . .

Writing in a recent *AU Quarterly Review* (Vol. XII, No. 4), General LeMay states this about counterforce: "An assessment of deterrent military power must be based on the power we can reasonably expect to have left after a surprise attack. Superior aerospace power, in teamwork with ground and sea power, remains the key to victory. Victory in the future, as in the past, will come through an optimum balance of offensive and defensive actions. Victory is achieved by the interrelated ef-

What, briefly, is the Air Force objective in support of national policy? It is to maintain secure war-winning forces as a deterrent to war; to acquire timely modernization for these forces; and to exploit technology in maintaining a distinct military advantage in aerospace.

forts of offensive and defensive forces employed to destroy the aggressor's aerospace force. Forces that can prevail under any circumstances—even after suffering a surprise attack—are war-winning forces. To satisfy the requirement; an ensured counterforce potential continues as the essence of the Air Force formula for national security."

SUPPORT FOR ARMY . . .

There are two principal elements of the flexibility which the Air Force is seeking to provide. Both of these are part of the function of support for the Army. In order for the ground troops to be able to fight anywhere in the world, they need an airlift capability much in excess of that for which we had planned. In the last few months we have taken firm steps in the direction of meeting the need. We have bought new transports; we have strengthened our arrangements for utilizing the capability of the civil air fleet; we have taken the first steps to bring into being the newest and most modern military transport. These are but the beginning, because we intend to continue our emphasis upon this kind of support.

The Army also relies upon the Air Force for the necessary close air support to assist the ground troops. For some years, in accordance with the philosophy of our defense planning, the emphasis upon tactical air had diminished to find better and more imaginative ways of providing tactical air support. We will devote resources to strengthening tactical air in being.

This job will require—and will receive the closest working arrangement with the Army. The new unified command established by Secretary McNamara, leading to a new-type fighting unit made up of elements of the Army's STRAC and our TAC, will speed the improvements we seek. It will provide a new, high-performance, striking force, with a global mobility and fighting strength across the spectrum of warfare. (Excerpts from an address by Secretary of the Air Force Eugene M. Zuckert at the Awards Banquet, National Convention and Aerospace Panorama, Philadelphia, Pa., Sept. 22, 1961.)

PROBLEM AREAS . . .

The Chairman of the Joint Chiefs of Staff, Gen. Lyman L. Lemnitzer, said this recently about the problems confronting us:

- We are, of course, directly concerned with the tense situation which the Soviets have created in Berlin. But we must not overlook the pervasive and implacable activities of the Communists in other areas as well.

- Communist broadcasting stations and printing presses in Cuba are spewing out a torrent of vitriolic propaganda into Latin America, in an effort to undermine the solidarity of that very important segment of the Free World.

- Communist encouragement of dissidence and chaos in the Congo is magnifying the difficulties of that troubled country.

- The Soviet Union is exerting pressure on the people of Iran, trying to terrorize them into abandoning their allies and friends of the Central Treaty Organization.

- The Communist pressure on the free nations of Southeast Asia is continuing and, indeed, increasing.

This last situation deserves more than passing mention.

- At the beginning of last May, you all know, a precarious cease fire went into effect in Laos. However, during the time this so-called cease fire has been in operation, not a single week has gone by without offensive military operations by pro-Communist forces in Laos.

- Now, the Communist agreement to a cease fire in Laos coincided with the onset of the rainy season in that part of the world. That season is now ending. The fact that the Communists have continued to be so active militarily, despite unfavorable weather for operations, suggests that their activity may be stepping up with improved conditions for campaigning. With this is the possibility of coordinated offensive operations of the Communists in both Laos and South Vietnam.

REQUIREMENTS . . .

Maj. Gen. David A. Burchinal, Director of Plans, USAF, states that we must . . . recognize that it will require a major effort on our part to attain the margin of technological superiority from which discriminate military superiority may be achieved and maintained. He stresses the following points:

- The problem is not simple; our resources in scientific manpower, laboratories and other facilities are not unlimited. They must be carefully husbanded, their efforts integrated and closely managed with purpose and clear objective to make maximum progress in minimum time.

- The Air Force believes that it can and must protect from enemy attack the population, institutions, cities, and industry of the United States. It is not an easy job in the years ahead, but it must be done.

- We see this as our basic task; we believe we can and must maintain a war-winning force—a force that even in retaliation can seek out and destroy enemy forces and weapons before they can deliver their warheads on U.S. targets.

- It is clear that if we achieve this capability, we will continue to have the strongest possible deterrent to aggression, for only a force that can win—that can deny effectiveness to the opposing military force—can deter. The job involves both our strategic air forces and our air defense forces.

MILITARY STRENGTH . . .

Secretary of Defense McNamara recently listed in detail the elements of our military strength and outlined new actions planned. On general policy he said:

"During the past six months we have taken significant steps to strengthen and protect our nuclear strength, further increasing our ability to survive a surprise attack and to launch an effective counterstrike. . . .

"We are marshaling the forces necessary to sustain our rights and responsibilities in any test of purpose, at any level of force that may be called for. By building non-nuclear, along with nuclear forces in Europe, we are broadening the range of weapons at our disposal in a contest initiated at a low level of violence. Our coordinated planning assures that the appropriate response, nuclear or non-nuclear, whatever best supports our objective, will be made promptly and in concert.

NUCLEAR WEAPONS

USAF Vice Chief of Staff, General Fredric H. Smith, Jr. made this significant statement on nuclear weapons recently:

"The Secretary of Defense and other responsible administration spokesmen have stated and restated that, while we are building up our ability to respond to conventional warfare, we are not neglecting our nuclear capabilities. They have gone further. They have pointed out that, rather than neglecting our nuclear capabilities, we are actually improving them. They have said that these capabilities are a vital part of the military options we must have for the future.

"But what of the nuclear weapon? How can it be used in battle situations? . . .

"This weapon has been buried in secrecy. Because of the highly classified facts surrounding its development and the principles for employing it, there is a very small group of persons who have any information about it. Because of this fact, it has been shrouded in mystery and subjected to widespread rumor and erroneous information. It is envisioned as a horror weapon whose use would bring certain destruction to the human race. It is thought of as a weapon to be used only when negotiation has failed, when actually it is a highly flexible, efficient modern weapon. It is a weapon whose capacities could be used to force an enemy to conclude hostilities before they reach higher intensities . . .

"In the Spring of 1960 I wrote an article for the Air University Quarterly Review that addressed this very problem . . .

"In that article I wrote of the use of nuclear weapons in limited war. I began by pointing out that it is clear that these weapons cannot be used haphazardly if we are to keep the war limited and if we are to avoid harm to the populations we are defending. I called for certain clear-cut restrictions on their use—restrictions in targets, in yields, and in character of bursts. I stated that the objectives of the limited war should be explicitly defined by higher authority and should include a restriction against strikes outside a delimited zone of hostilities. I felt then, and I feel now that a limited aggression can be effectively countered under these conditions.

"Much of the terrain over which limited wars might be fought contains mountain defiles. One nominal yield weapon, burst on the surface, will block a 400-foot rocky defile with a crater approximately 450 feet wide. No non-combatants would be hurt or crippled . . .

"Let me be a bit more specific. A single nominal yield nuclear weapon, air burst, will clear a forest area about 8,000 feet in radius. To get a similar effect with napalm would require 8,000 sorties of F-100 aircraft, each carrying four 120-gallon drop tanks. As military persons, I don't have to go into detail to describe to you the logistical 'tail' involved in carrying 32,000 drop tanks and napalm and fuel and people and materiel to support this kind of operation.

"I have mentioned these examples to illustrate the many ways in which nuclear weapons might be used in battlefield situations. There are, of course, many other possibilities. For the range of these weapons goes from yields only slightly larger than our biggest World War II conventional weapons up to the megaton weapons."



*General
Fredric H. Smith Jr.*

Reserve Camera



Maj. L. Camp (c), CONAC Explorer officer for BSA Region VI at Dobbins AFB, Georgia, gets an assist in pre-flying his C-47 prior to orientation rides for 99 Explorer scouts and CAP cadets during AF-sponsored Explorer Aviation Day.



During a visit to Hancock Field, N.Y., USAF Chief of Staff, Gen. Curtis LeMay listens as MSgt Nelson Miles explains his duties with the 138th TFSq., an Air National Guard unit.

Reservists of the 76th TCSq., Homestead AFB, Fla., watch as supplies are unloaded from their C-119 for hurricane victims in British Honduras. Crewmen on the mercy flight included (l-r) SSgt Williford, A1C Barfield, Lt. Prebianca, Capt. Shurline and Kehoe.



NASA's Mercury capsule proved to be one of the feature attractions at Ellington AFB, Tex., where an Aerospace Showcase helped Houston open a week-long salute to aerospace aviation.



Col. J. Murtagh, comdr. of the 8306th AF Recovery Grp., unfurls first official flag adopted by a Recovery unit during a special Reserve forum held in New York City. Shown (l-r) Brig. Gen. B. G. Willis, 1st Region comdr, Herbert Avvenire flag donor, and Lt. Gen. G. A. Blake, CONAC comdr.

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JANUARY 1962

Reference

THE AIR RESERVIST

OFFICIAL MAGAZINE
THE AIR RESERVE FOR

**SPECIAL
ARMY
RESERVE
COMPONENTS
ISSUE**



**ARMY GUARDSMEN STEP UP
AIR DEFENSE READINESS AS THEY TAKE OVER
ATOMIC-CAPABLE NIKE-HERCULES**

"Quote..."

Gen. George H. Decker, Chief of Staff, USA:

"I should like to offer a special issue of *The Army Reservist* saluting the United States Air Force Reserve . . .

"With your cooperation, the special Air Force issue that I propose would point out the role of the United States Air Force Reserve in the successful accomplishment of the over-all Armed Forces Team mission."

Gen. Curtis E. LeMay, Chief of Staff, USAF:

"I am happy to accept your offer of a special issue of *The Army Reservist* saluting the Air Force Reserve. At the same time I would like to offer you a special issue of *The Air Reservist*, Official Magazine for the Air Reserve Forces . . ."

[Editor's Note: *The Air Reservist* takes delight in saluting *The Army Reserve Forces*. We wish to thank Robert F. Fenwick, and William Kurylcchek of the *Army Reservist* and Robert Hardesty of the National Guard Bureau for their efforts in helping us compile this issue.]

THE AIR RESERVIST

OFFICIAL MAGAZINE OF
THE AIR RESERVE FORCES

VOL. XIV-No. 1

JANUARY 1962

AIR FORCE RESERVE AIR NATIONAL GUARD
CIVIL AIR PATROL

General Curtis E. LeMay
Chief of Staff, United States Air Force

Maj. Gen. Chester E. McCarty
Asst Chief of Staff Reserve Forces, USAF

EDITOR
Fred E. Giachino

ASSOCIATE EDITOR STAFF WRITER
Earl E. Lane MSgt. Paul E. Collins

The Air Reservist is an official publication of HQ USAF approved by the Secretary of the Air Force in accordance with Section 278, Title 10, U. S. Code. This section requires the dissemination of complete and up-to-date information of interest to the Air Reserve Forces.

Editorial Office: *The Air Reservist*
P.O. Box 423, Bolling AFB, Washington 25, D. C.

The material contained in *The Air Reservist* is listed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by Hq. USAF.



Hon. Stephen Ailes, Under Secretary of the Army . . . manpower, personnel and Reserve Forces are his personal responsibility . . . His special assistant for Reserve and ROTC Affairs is Mr. Gene A. Robens.



General George H. Decker, Chief of Staff, United States Army . . . a ROTC graduate and a strong spokesman in support of the Army's Reserve Components.



Brig. Gen. Carl Darnell, Jr., Assistant chief of staff for Reserve Component . . . his office was established to combine Reserve Component matters under one staff head.



Maj. Gen. Donald W. McGowan, chief, National Guard Bureau, Departments of the Army and Air Force . . . working through the Army, the Air Force and the State he strives for combat readiness of 470,000 Guardsmen . . . His assistant for ARNG is Maj. Gen. C. P. Ker.



Maj. Gen. Frederick M. Warren, chief, United States Army Reserve and ROTC Affairs . . . is responsible for accomplishing the missions assigned to the Army Reserve and ROTC.



General Herbert B. Powell, commanding general, United States Continental Army Command . . . has command control over the six armies—responsibilities include Reserve Forces . . . His deputy commanding general for Reserve Forces is Lt. Gen. Paul L. Freeman.



SECRETARY OF THE ARMY
WASHINGTON



We of the Department of the Army deeply appreciate the opportunity the Department of Air Force has afforded us in this issue of The Air Reservist to present the story of the Army Reserve Components.

In return, this month, The Army Reservist is presenting the story of the Air Reserve Forces to members of the Army Reserve and ROTC.

This exchange of special issues will, I am sure, increase inter-Service understanding and teamwork on the part of Reserve Component personnel -- a vital objective at this time when so many Reserve Component personnel are helping to strengthen our Active Armed Forces to meet any threat.

I salute this exchange of special issues by The Air Reservist and The Army Reservist as an outstanding example of inter-Service teamwork in action.

Elvis J. Stahr, jr.
Secretary of the Army



HISTORY

OF THE ARMY RESERVE COMPONENTS

[NATIONAL GUARD]

The National Guard tradition of service to country and community is an unbroken line which links the missile age of today with the era of the Minute Man.

Although the heroic figure of the Minute Man and the "Spirit of '76" have come to symbolize the 20th Century concept of the civilian-soldier, the fact is that the National Guard tradition is even more deeply rooted in the American past.

What is now known as the National Guard was first the Organized Militia. The term National Guard was first associated with the militia in 1824 when the 2d Battalion, 11th New York Artillery (later the famous 7th Regiment), was selected to serve as guard of honor for the visiting Marquis de Lafayette. The New Yorkers promptly renamed their outfit the "National Guard" in deference to his "Garde Nationale," which he had organized in 1789 to defend Paris during the French Revolution.

Of great importance to the military structure of the U. S. was the passage of the Dick Act of 1903 which set the stage for modernizing the Guard along the same lines as the Regular Army. The National Defense Act of 1916 officially bestowed the title "National Guard" upon the elements of the old Organized Militia and ordered the organization of the Guard to conform to that of the Army. This established the Guard firmly as a part of the Nation's organized peacetime establishment as well as an integral part of the Army of the United States when in active service.

In 1916, some 159,000 Guardsmen were mobilized for duty along the Mexican Border. In World War I, the National Guard furnished 17 divisions. Eleven of them saw service under General Pershing in the AEF. Of eight U. S. divisions rated "excellent" or "superior" by the German High Command, six were National Guard divisions.

In August 1940, the President of the United States ordered the National Guard into active military service. It brought into service more than 300,000 men in 18 combat divisions as well as numerous non-divisional units and 29 air observation squadrons. This, at one stroke, doubled the strength of our traditionally meager peacetime Regular Army. Guard units and individual Guardsmen served with great distinction on every World War II battlefield from Bataan to Okinawa, from North Africa to the Battle of the Bulge.

In July 1950, the U. S. engaged communist forces in Korea and a "partial mobilization" of our forces took place. During 1950-53, 183,000 members of the National Guard saw active service. Eight infantry divisions, 22 air wings, and hundreds of other units of both the Army and Air National Guard were ordered to duty. Two

divisions were hurried to bolster our forces in Europe; two divisions and two air wings were rushed to Korea.

Battle-tested and time-tested, the National Guard is ready today just as it always has been for more than 300 years of service to country and community.

[ARMY RESERVE]

The Regular Army Reserve, established by Congress in August 1912, consisted of two classes of Reservists—those enlisted men of the Regular Army furloughed to the Reserve after four years of active duty and those men honorably discharged who voluntarily enlisted in the Reserve.

The National Defense Act of 1916 provided establishment of an Officer Reserve Corps (ORC) and an Enlisted Reserve Corps (ERC). The ORC was open to civilians, principally those trained in the newly-authorized Reserve Officer Training Corps and in camps such as those operated on the so-called Plattsburg Plan. Also included were qualified professional men. These people were commissioned in the various branches in grades up to and including major.

The ERC was composed of men enlisted for four years in five branches—Engineer, Signal (including Aviation), Quartermaster, Ordnance and Medical. It was designed to make immediately available in wartime a larger number of specialists than was required in the peacetime Army.

The National Defense Act of 1920 created the post World War I Organized Reserve Corps consisting of the old ORC and ERC. A large portion of the members of these corps were organized into units or assigned or attached to units of the Corps Area Service Commands or of the Regular Army.

At the height of mobilization in World War II 191,698 Reserve officers were on active duty. During the Korean conflict, some 120,000 Army Reserve officers and 165,000 enlisted Reservists

see HISTORY page 1



"...the whites of their eyes!" THE NATIONAL GUARD HERITAGE

THE ARMY RESERVE COMPONENTS

Today

ARMY NATIONAL GUARD . . .

The National Guard of the United States is the only Reserve Component in the U. S. with a dual Federal-State mission. It is also the only Reserve Component that is specifically guaranteed by the Constitution, which states that "a well regulated Militia, being necessary to the security of a free State, the right of the people to keep and bear arms, shall not be infringed."

There are approximately 400,000 officers and men in the Army National Guard throughout the Continental United States, Alaska, Hawaii and Puerto Rico. Of these, about 20,000 are full-time technicians who perform vital training, administrative and maintenance tasks in their units. The rest are citizen-soldiers—men from all walks who give their spare time in defense of their country and their communities. Each is a member of an organized, trained and equipped unit.

The Army National Guard has been completely reorganized to fight on the atomic battlefield under the Army's Pentomic concept and will shortly begin further reorganization under the ROAD (Reorganization Objectives of Army Divisions) concept. It is made up of 21 infantry divisions, six armored divisions and hundreds of other combat and support-type units.

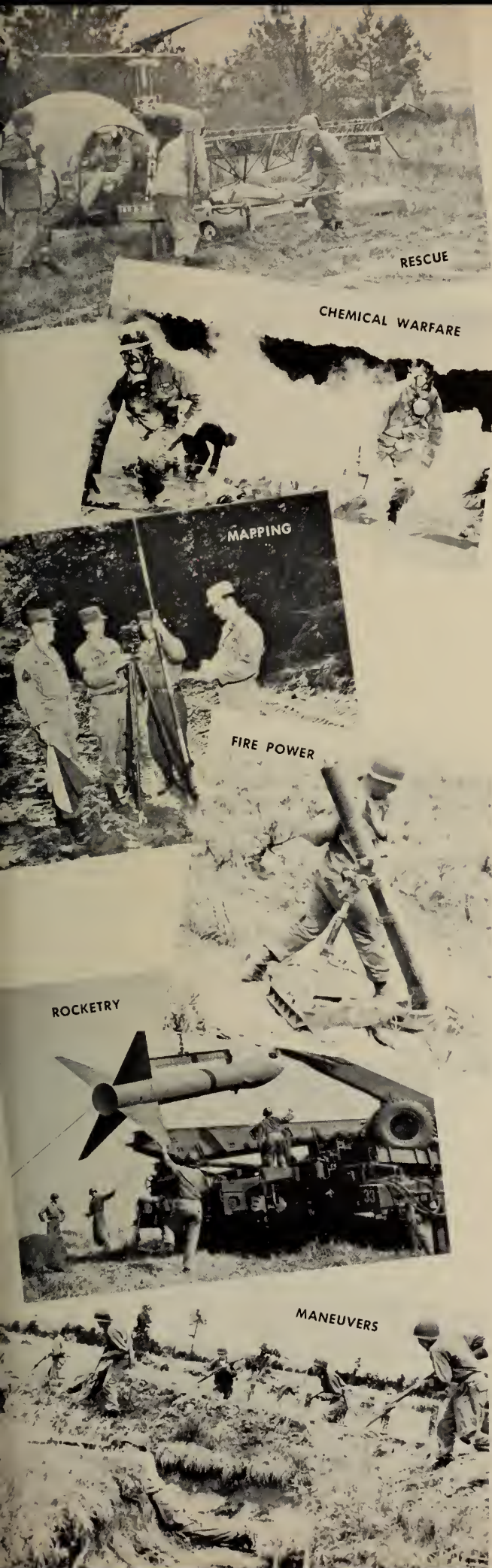
These include missile, artillery, infantry, armored, aviation, medical, transportation, engineer and special forces units. In all, there are more than 4,300 company-size units (minus those now on active duty) and detachments located in approximately 2,600 communities throughout the states, the District of Columbia and Puerto Rico.

The training of the Army National Guard is carried out under the supervision of the U. S. Army. All new enlistees without prior service are required to take six months of active duty training at a U. S. Army training center. Thousands of Guard officers and enlisted men are enrolled in Army Service Schools, taking either resident or extension courses. Since mobilization readiness is the shortest distance (in terms of training time) from the armory to the battlefield, the level of training the Army Guard achieves *before* combat is of primary importance.

In 1954, the Army National Guard, for the first time, entered into the active defenses of the U. S. when it manned anti-aircraft guns around the clock. Three years later this mission was changed and the Guard began taking over Nike-Ajax air defense missile sites from the U. S. Army. National Guard missile units are now defending 16 key industrial and population centers in 15 states on a full-time basis.

Although most of the members of these units are part-time soldiers, each unit utilizes its nucleus of full-time technicians to maintain the equipment and guard the skies against enemy air attack 24 hours a day, 365 days a year. Now the Army National Guard is preparing to take over atomic-capable Nike-Hercules missile sites in the Continental U. S. during the next fiscal year.

continued next page



ARMY RESERVE . . .

For the first time in its history, the U. S. Army is well on the road to creating a strong *Ready Reserve*. Emphasis is continuing to be placed upon obtaining maximum mobilization readiness in the Reserve forces in order to attain the maximum deterrent effect.

The Army Reserve is administered by 14 Army Corps headquarters located in six Army Commands (geographically comparable to Air Force Reserve Regions) throughout the United States. Army Commands are under command control of the U. S. Continental Army Command (USCONARC). Each Corps is responsible for the supervision of training, administration and support of Army Reserve units within the Corps area. The Corps also is responsible to the Army command for assignment of supervisory duties in connection with the Reserve Officers Training Corps (ROTC). Each Army and Corps headquarters is assigned a deputy commanding general for Reserve Forces.

Corps Areas are divided into Sector Commands, which are responsible for command supervision relating to Army Reserve unit training. This training is conducted through Army Reserve Centers, which, as of October 31, 1961, consisted of 493 Centers completed or under construction. Other training centers are leased or donated.

The Army Reserve also maintains major units. It has 10 fully organized infantry divisions with a combat mission and 13 training divisions which are slated to assist the early mobilization effort and to train the manpower urgently required in a rapid expansion.

The 13 training divisions are organized under a special table of organization to accomplish their mobilization training mission. Among these is the 100th Division (Training) which was called to active duty last summer.

Other Army Reserve units include maneuver area commands; logistical commands; transportation, engineer and military police commands; engineer brigades; and hospital centers.

As of September 30, 1961, the total strength of the Army Reserve was 1,797,027, of which 1,014,352 were in the *Ready Reserve*. The *Standby Reserve* totaled 685,967 and there were 96,708 in the *Retired Reserve*.

The Army *Ready Reserve* consists of units and individuals available for immediate employment in the expansion of the active forces in event of mobilization. Members of the *Ready Reserve* troop units participate in 48 paid drills annually, and attend a 15-day period of annual field training. Individual reinforcements are eligible for 15-days active duty for training. *Ready Reservists* may be called to active duty, involuntarily, upon order of the President.

The *Standby Reserve* is composed of individuals who, in general, have completed their primary Reserve obligation, consisting of a tour of active duty or active duty for training and required service in the *Ready Reserve*. These individuals can be recalled to active duty, involuntarily, only upon declaration of war or national emergency by the Congress.

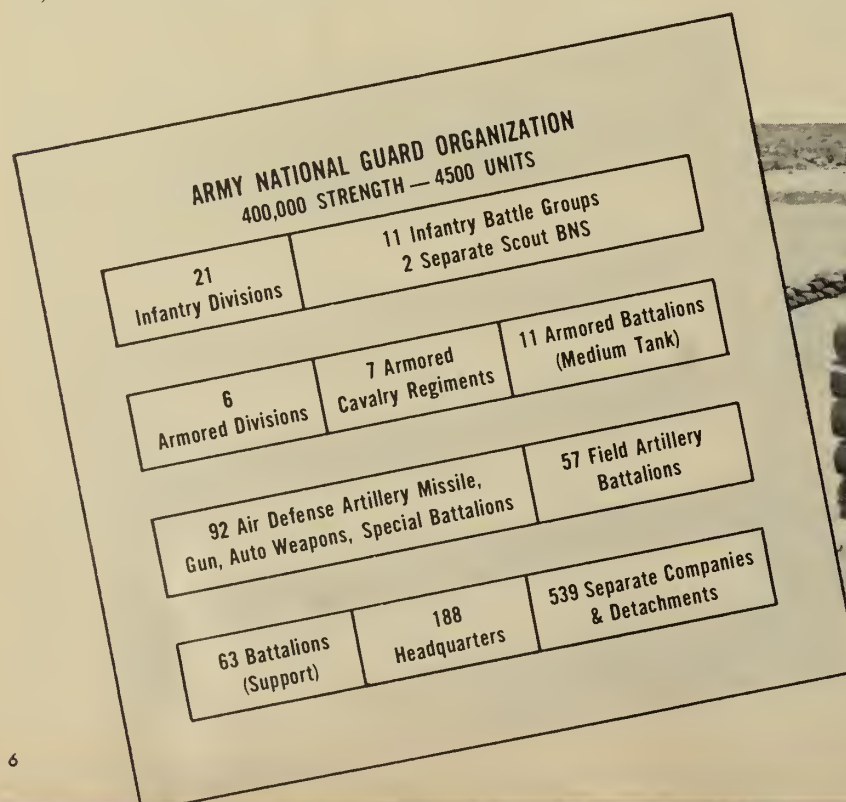
U. S. Army strength recently was increased by 75,000 Army Reservists in the current military buildup. Some 36,000 of this number were members of 444 mobilized Army Reserve units—the remainder were requested individually as “filler” for both Guard and Reserve units.

Six Month Training Program

The six-month training program instituted by the Reserve Forces Act of 1955 is valuable to the maintenance of Army Reserve strength and to the stabilization of Army Reserve trained unit personnel. Young men enlisted for a position of vacancy in an Army Reserve troop unit take six months of active duty for training, then return to the unit as individually trained soldiers. Called the *RFA 55* program, it has provided the Army Reserve with trained manpower, physically and mentally qualified to accept responsible missions in support of the U. S. Army.

In addition to the six-month trainees, the Army Reserve continues to utilize two-year obligors to the maximum extent by assignment to troop program units. These are men who are called up by Selective Service for two years of active duty and who then have remaining a two year *Ready Reserve* obligation if assigned to a unit, or three years if they become non-unit reinforcements.

The individuals not assigned to units are retained in the *Ready Reserve Mobilization Reinforcement* pool and will serve as individual reinforcements for the U. S. Army, Army National Guard and the Army Reserve.



Proper window-firing technique is one phase of the diversified training Reservists receive while serving active duty tours at U. S. Army posts.

OTC . . .

Equally important to the military posture of the Army is the Reserve Officers Training Corps program. Conducted at the senior division or college level, the purpose of this program is to procure and train college students so that they may qualify upon graduation as commissioned officers in the Army of the United States. Today, this is a major source of junior officers for the U. S. Army and annually furnishes substantial numbers for U. S. Army Reserve Component units. So, the program provides the trained individual officer reinforcements necessary to fulfill initial mobilization requirements upon declaration of an emergency and a pool for individual replacements.

MAJOR ARMY RESERVE UNITS

First Army, Governors Island, N. Y.

II U. S. Army Corps, Camp Kilmer, N. J. (New Jersey and New York). 77th Infantry Division "Statue of Liberty Division," New York City (New York). 78th Division (Training) "Lightning Division," Camp Kilmer, N. J. (New Jersey). 98th Division (Training) "Iroquois Division," Rochester, N. Y. (New York).

XIII U. S. Army Corps, Fort Devens, Mass. (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island and Vermont). 94th Infantry Division, "Neuf-Cats," Boston, Mass. (Massachusetts). 76th Division (Training) "Liberty Bell Division," Hartford, Conn. (Connecticut, Maine, New Hampshire, Rhode Island and Vermont).

Second Army, Fort Meade, Md.

XX U. S. Army Corps, Fort Hayes, Columbus, Ohio (Kentucky, Ohio and West Virginia). 83d Infantry Division "Thunderbolt Division," Cleveland, Ohio (Ohio and West Virginia). 100th Division (Training) "Century Division," Louisville, Ky. (Kentucky—now on active duty at Fort Chaffee, Ark.).

XXI U. S. Army Corps, Indiantown Gap Military Reservation, Annville, Pa. (Delaware, District of Columbia, Pennsylvania, Maryland and Virginia). 79th Infantry Division "Cross of Lorraine Division," Upper Darby, Pa. (Pennsylvania, Delaware and Maryland). 80th Division (Training) "Blue Ridge Division," Richmond, Va. (District of Columbia and Virginia).

Third Army, Fort McPherson, Ga.

IV U. S. Army Corps, Birmingham, Ala. (Alabama, Florida and Mississippi).

XII U. S. Army Corps, Atlanta, Ga. (Georgia, North Carolina, South Carolina and Tennessee). 81st Infantry Division "Wildcat Division," Atlanta, Ga. (Georgia, North Carolina, South Carolina and Tennessee). 108th Division (Training) Charlotte, N. C. (North Carolina and South Carolina).

Fourth Army, Fort Sam Houston, Texas

VIII U. S. Army Corps, Austin, Texas (New Mexico and Texas). 90th Infantry Division "Tough 'Ombres," Austin, Texas (Texas).

XIX U. S. Army Corps, Fort Chaffee, Ark. (Arkansas, Louisiana and Oklahoma). 95th Division (Training) "Victory Division," Oklahoma City, Okla. (Arkansas, Louisiana and Oklahoma).

Fifth Army, Chicago, Ill.

VI U. S. Army Corps, Fort Benjamin Harrison, Ind. (Indiana and Michigan). 70th Division (Training) "Trailblazers," Detroit, Mich. (Indiana and Michigan).

XI U. S. Army Corps, St. Louis, Mo. (Illinois and Missouri). 102d Infantry Division "Ozark Division," St. Louis, Mo. (Illinois and Missouri). 85th Division (Training) "Custer Division," Chicago, Ill. (Illinois).

XIV U. S. Army Corps, Minneapolis, Minn. (Iowa, Minnesota, North Dakota, South Dakota and Wisconsin). 103d Infantry Division "Cactus Division," Des Moines, Iowa (Iowa, Minnesota and Wisconsin). 84th Division (Training) "Railsplitters," Milwaukee, Wisc. (Wisconsin).

XVI U. S. Army Corps, Omaha, Nebr. (Colorado, Kansas, Nebraska and Wyoming). 89th Division (Training) "Rolling W," Wichita, Kans. (Colorado, Kansas and Nebraska).

Sixth Army, Presidio of San Francisco, Calif.

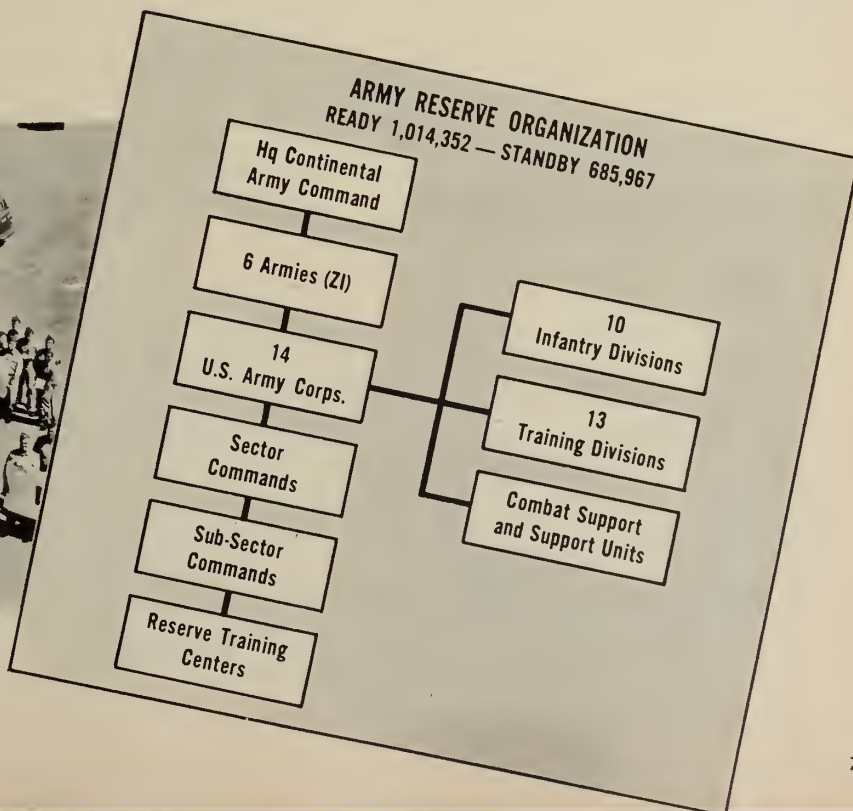
X U. S. Army Corps, Fort Lawton, Wash. (Idaho, Montana, Oregon, Utah and Washington). 96th Infantry Division "Deadeye Division," Helena, Mont. (Arizona, Idaho, Montana, Utah, Nevada and Washington). 104th Division (Training) "Timberwolf Division," Vancouver, Wash. (Oregon and Washington).

XV U. S. Army Corps, Presidio of San Francisco, Calif. (Arizona, California and Nevada). 63d Infantry Division

see TODAY page 12



Capable of running government operations in an occupied country, these Reservists of a typical civil affairs unit display their many specialties.





ARMY RESERVE

ANS

Army Reserve Component units—Guard and Reserve—recently reported to U. S. Army installations across the country to play a major role in the current military buildup. An example of the One Army Concept in action is Fort Chaffee, Ark., where an Army Reserve division and a garrison unit, together with support-type units from both the Guard and Reserve are engaged in training recruits.

Once again, yesterday's Army Reservist is today's full-time soldier as he moves out to assume his mobilization assignment—ready to meet a rigorous and demanding test.

Reaction of the recently mobilized Reservists was mixed. There was a natural reluctance to leave homes, businesses and loved ones. But once apprised of the situation, the Army Reservists were ready to tackle a man-sized job, a job for which they have been well trained and one they are proud of because they are members of priority units.

Two such units, believed to be typical of all Reserve units called, recently reported to Fort Chaffee, Ark., for a year's active duty as part of the preparedness program proposed by the President and approved by the Congress. They are the 100th Division (Training) of Kentucky, the only Reserve division called, and the 4002d Army Garrison of Oklahoma.

Maj. Gen. Dillman A. Rash, commander of the 100th, and formerly president of the Louisville Title Insurance Co., put his affairs in order and then took his division to newly reactivated Fort Chaffee. There he concluded: "We have ahead of us a tough job which will demand the most dedicated and strenuous effort of us all. Our effectiveness may well determine the pattern of the entire national defense plans for years to come."

With a mobilization mission to receive and train recruits, the 100th Division is one of 13 similar units in the Army Reserve. Staffed under a new organization plan in 1958, which gives it a premobilization strength of slightly more than 3,000 personnel, the 100th is the first Army Reserve division of its kind to be mobilized in the current callup. It has a capability of training 12,000 recruits during a training cycle.

Some idea of what it takes to mobilize a Reserve division was provided by Lt. Col. David M. Kimbel, Division G-2 (Intelligence and briefing officer). Formerly assistant cashier for the First National Lincoln Bank of Louisville, Kimbel was especially proud of the safety consciousness of the men during the movement from Kentucky to Arkansas and also of the small number (2½ percent) of physical and other deferments granted upon alert.

The officers and men welcomed authorization to drive to camp and were apparently determined to set an example, Kimbel said. He illustrated his point:

"Our movement here was in good order—our people used 1,570 cars, drove over a million man-miles, and had only three accidents enroute. None involved injuries to personnel—two were accidents chargeable to the civilian drivers, and the third resulted from one of our sergeants hitting a cow while driving out of his own home county."

Concerning personnel attrition of the division, Col. Kimbel was equally proud. "Out of some 2,950 officers and men in the division at the time of alert," he said, "only 26 were found medically disqualified with an additional 37 being deferred by Second Army. We brought to Chaffee on duty with us better than 97 percent of our assigned strength."

Originally scheduled to report to Fort Polk, La., the 100th received its orders on August 25, and three days later became operational.

How did the Kentuckians feel about being in the Active Army? Chief Warrant Officer Roy A. Lewis' reply was typical. "I'm proud to be with the first Army Reserve division called to active duty in the current emergency. It's good to be with my own unit."

The reactivation and operation of an Army post requires a garrison unit. Such a unit is the 4002d of Oklahoma. In the words of its commander, Col. Adrian L. Fuller of Shawnee: "We're the postman, the gasman, the landlord, the butcher, baker and laundryman—among other housekeeping chores—for the 100th Division."

Numbering some 300 officers and men, the 4002d Army Garrison, which is operating Fort Chaffee, is one of 17 such units in the Army Reserve, and is the second to be mobilized.

In the true tradition of the *Ready Reserve*, the members of the 4002d received their alert orders on one day and held



VER THE CALL

a staff planning session the next. Most of the men of the unit took just 12 days from initial notification to the time they moved into camp for full-time operation.

Second Lieutenant Charles Dabbert was teaching school in Ardmore, Okla., when he received his orders to report to Fort Chaffee in 10 days as a member of the Headquarters, Personnel Management Section of the 4002d. When asked about the reaction of his supervisor to this sudden interruption, Dabbert replied: "I'd like you to meet my principal . . . Lt. Col. Cecil C. Morris, also of the 4002d."

Col. Fuller, division sales supervisor of the Oklahoma Gas and Electric Co., of Shawnee, is a strong believer in having his command prepared for a combat operation. His aim: "Every man trained to take care of himself and his unit under field conditions."

★ ★ ★

"I do hereby acknowledge to have voluntarily enlisted . . . in the National Guard . . . I will bear true faith and allegiance to the United States of America and . . . will obey the orders of the President of the United States . . ." (From the National Guardsman's Oath of Enlistment).

TIME—October 13, 1961

(The following is reprinted through the courtesy of Time the weekly news-magazine; copyright Time, Inc.)

There Are Values . . .

In Washington, President John Kennedy and Soviet Foreign Minister Andrei Gromyko discussed East-West tensions for two hours. They settled nothing, but top-level talks between the U. S. and the U.S.S.R. would continue, and the Berlin crisis seemed to be easing slightly.

In confronting the crisis, it is vital that the U. S. convince the Communist leaders that the nation is willing to fight and its citizens area ready to sacrifice. Last week, across the U. S., 82,000 Reservists and National Guardsmen prepared to answer a call to active duty. Among them were 10,000 officers and enlisted men from 72 Wisconsin communities. They were members of the National Guard's famed 32nd Division—and there could be no doubting their spirit.

Red Arrow Tattoo. The 32nd is a crack outfit. It earned its shoulder patch, a red arrow piercing a battle line, in the

Meuse-Argonne during World War I. Its first casualties were suffered when the troopship Tuscania was sunk by a German submarine. In World War II the Red Arrow Division fought its way from Buna to Saidor to Hollandia to Aitape to Luzon in 654 combat days—more than any other Army unit in the nation's history. Along the way its men won 11 *Congressional Medals of Honor*, 49 *Legions of Merit*, 153 *Distinguished Service Crosses*. In these two wars, the 32nd suffered 20,500 casualties.

When the 32nd returned to Wisconsin after four years of World War II, the town of Marshfield (pop. 14,153) had suffered so many casualties (20 dead out of an infantry company of 122 men) that it refused to have another National Guard unit located there. Recalls Mrs. Clare Ecke, whose husband fought with the Red Arrow Division: "I remember one blue Monday when the Marshfield News Herald had nine killed-in-action pictures spread across the front page. That's a lot for a town like this to take." But Marshfield changed its mind, and now its men are returning to duty. One is Harry Donald Steinmetz, 43, who retired as a master sergeant in 1959 after 20 years with the 32nd. Says Steinmetz, who has rejoined the 32nd: "I feel like I have the Red Arrow tattooed on my shoulder. I'd hate to see the boys leave without me."

The impact of the 32nd's return to duty will be felt in every Wisconsin city and town. The far north town of Superior (pop. 33,563) is losing a high school principal, superintendent of student teaching, basketball coach and 55 students at Wisconsin State College. Medford (pop 1,622) is sending its mayor, its city attorney and three teachers. Rib Lake (pop. 794) is losing its only physician, Dr. Robert Pettera. Says Pettera: "I knew when I signed up that I had to be ready for something like this."

"Kids Get Hungry." Inevitably, the call-up worked personal hardship. In the town of Stettin (pop. 4,141), Captain Raymond Ott cancelled plans for expanding his milk franchise: "I'll just have to teach my wife Rosemary how to keep the business going until we get back. But this is what we signed up for—to take care of emergencies. It looks like we got an emergency."

Said Wausau salesman Robert Meland: "The main thing

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- 1 Kentucky Reservists of the mobilized 100th Div. pack for journey to Ft. Chaffee.
- 2 Rations are broken down by Oklahoma Reservists of the mobilized 4002d Army Garrison.
- 3 Lineman of 4002d Army Garrison helps ready Ft. Chaffee for arrival of 100th Division.
- 4 Army Reserve's 10th JAG Detachment dispatched teams to counsel alerted personnel.
- 5 Reservists of the 100th Division get themselves in shape to receive trainees.
- 6 Lt. Donaher (l), 411th Signal Co. is greeted by Ft. Monmouth's Col. Thurston, as unit begins tour.



ONE

One of the most significant milestones in the history of the Army's Reserve Components came in 1958 with the conception of *One Army* philosophy. Its goals were—and still are—to unify the structure, roles and missions of the U. S. Army, Army National Guard and Army Reserve, in the recognition that these three components make up a single Army with a single mission to perform.

The plans for any future mobilization of Guard and Reserve units were made that same year when the Army was reorganized to the Pentomic concept.

At that time the Army's entire troop structure—encompassing both Active and Reserve Component units—was closely scrutinized to assure its ability to meet *any* crisis, no matter how big or small. All fat was cut with the elimination of duplicate and unnecessary units. A new troop list was made up on the "building block" principle to allow Army leaders to put together any combination of U. S. Army, Guard or Reserve forces that events might require.

No longer was the U. S. Army looked upon as a force in itself, and no longer were the Army National Guard and Army Reserve looked upon as separate entities to be used only in the event of a major war. The purpose behind the new concept was not only to have the U. S. Army able to react immediately to any specific threat, but to depend on Reserve Component backup in any prolonged engagement.

This is what is meant by the ONE ARMY concept.

In some cases, Reserve units were actually assigned day-to-day missions previously performed exclusively by active forces. An outstanding example of this is the Army National Guard's air defense role, in which Guard missile units took over operational control of many key *Nike* sites across the nation.

Forward Strategy

Structurally, the entire Army is designed to support the "Forward Strategy." This involves the positioning of substantial combat-ready land, sea and air units overseas, prepared to deal quickly and effectively with any aggressive military action. The major portion of these are Army units, including five divisions and supporting troops in Europe, two divisions in Korea, and one division in Hawaii. These forward deployments are backed by the Strategic Army Corps (STRAC), built around one infantry and two airborne divisions. They are on constant alert here in the U. S., ready for movement to any place they may be needed.

All of these divisions—both in the U. S. and overseas—are fully manned and equipped, and are capable of instant action independent of our Reserve forces. All remaining Active Army forces, however, are dependent on Reserve augmentation from units of divisional size down to individual *Ready* Reservists. The makeup of the Reserve Components is geared to conform to such needs.

First, there are 37 combat divisions within the Army National Guard and Army Reserve—21 infantry and six armored in the Guard and 10 infantry in the Army Reserve. Seven of the National Guard divisions, plus hundreds of non-divisional units of both components, make up the *Ready* Reserve-Strategic Army Force (STRAF) and are earmarked to reconstitute the U. S. Army STRAF once that force has been deployed overseas. (The 49th Armored Division and the 32d Infantry Division of the National Guard have already been called to active duty.) The other 30 Reserve Component divisions, with a limited number of support units, are maintained as contingency forces to meet the deployment requirements of a major war.

Second, there are 13 training divisions within the Army Reserve with the mobilization assignment of expanding the Active Army's basic training potential. (The USAR 100th Training Division has already been called to active duty.)

Third, both the Army National Guard and the Army Reserve contains thousands of non-divisional combat, combat-support and support-type units, organized to meet the specific needs of U. S. Army forces. Some of these are high priority units earmarked for early deployment with the Strategic Army Force, which is the immediate backup of STRAC.

Reinforcement Pool

Finally, the Army Reserve maintains a reinforcement pool of individual *Ready* Reservists, any number of whom can be earmarked to fill out understrength Army units. Rosters of these men and their military specialties are maintained at the various Corps headquarters. All the Army has to do is publish a list of the number and types of men it needs and Corps headquarters can come up with the names in short order.

None of the thousands of company-size units in the Reserve Components came into being by accident; they exist because there will be a need for all of them in case of all-out mobilization and for part of them in a partial mobilization. The degree of need is reflected in a system of priorities under which the top priority units maintain a higher percentage of strength and equipment.

Thus, when the Berlin crisis materialized, the machinery was available to the Army for any degree of mobilization of Reserve Components; the units existed for any type of force.

ONE ARMY, ONE TEAM—



Army Reservists of 94th Infantry Division train with 106mm Recoilless Rifle borrowed from Massachusetts National Guard

ARMY...

ACTIVE, THE NATIONAL GUARD and THE RESERVE

There remained a painstaking analysis of "exactly what sort of force was *needed*." When the plan was finally decided upon, the building blocks fell into place.

Following is a rundown on the major aspects of the mobilization of Army Reserve Components as of November 15:

The 32d Infantry Division of the Wisconsin National Guard and the 49th Armored Division of the Texas National Guard have been called to active duty, along with the 100th Division (Training) of the Army Reserve.

The 32d is in training at Fort Lewis, Washington, and the 49th at Fort Polk, Louisiana. The 100th is at Fort Chaffee, Arkansas, to man the Army Training Center.

About 800 other National Guard and Reserve company-size units have been called to active duty to buildup and round out the two divisions and Army Training Center and other U. S. Army units. About 40,000 individuals from the Army

Reserve Reinforcement Pool are being either called or required as fillers for the Reserve Component units mobilized.

Two other National Guard divisions, the 26th Infantry of Massachusetts and the 28th Infantry of Pennsylvania, along with about 500 other National Guard and Reserve company-size units, have begun an intensified training program in order to increase their combat readiness.

Other *Ready* Reservists from the Reinforcement Pool will have "hip pocket orders" to join these units in the event this becomes necessary.

Secretary of Defense Robert S. McNamara has announced that, depending upon developments in the world situation, the 26th and 28th Infantry Divisions may be called up at a later date; or if developments are favorable, the 32d Infantry and 49th Armored may be released before expiration of the 12-month period for which they were called.

Increased Readiness

The orderly progression of Army National Guard units to active duty last fall—and the readiness of those units to respond to that call—was by no means accidental; it represented the climax to 15 years of solid preparation.

Ask any Guardsman now on active duty how he feels about the callup and he will probably tell you: "This is what we joined up for. We'd rather be back home—who wouldn't?—but there's a job that has to be done and we're here to do it."

This attitude reflects more than a sense of unit pride; it reflects an attitude of realism and urgency of purpose that is common throughout the Guard. In the years since World War II, training has been looked upon by officers and enlisted men alike as a deadly serious business. The peace has been too tenuous for anything short of professionalism.

Furthermore, the leaders responsible for the finished product—mobilization-ready units—have been working endlessly to raise training levels year after year. The requirement has been to maintain the Guard as a vital defense element at a time when technological advances have been revolutionizing warfare. That the leaders have succeeded in this effort is a tribute to the determination and wisdom of the men involved and to the flexibility of the Militia system as well.

The Guard's post-World War II rise to an effective fighting machine has not been the result of mere evolution. It represents 15 years of rigid, self-imposed standards below which the Guard has not allowed itself to fall. Today, enlistment, commissioning and training requirements are higher than they have ever been. One major accomplishment has been a guaranteed flow of trained and qualified officers.

When World War II ended, the Guard had no worries about officer material. After it was reorganized it found itself in the enviable position of having an officer corps that was 80 percent combat-experienced. However, as the years passed, this percentage began to drop. The Guard's younger gen-



eration had never seen service, and it was from this group that the new lieutenants had to come. In addition, the old method of giving out direct commissions was rapidly losing favor among Guard leaders.

As a source of officers, the U. S. Army officer candidate schools had always been open to Guardsmen, but few citizen-soldiers could take five months off from work or school to attend. Thus in 1951, four states—California, Massachusetts, New York and South Carolina—organized their own state-operated officer candidate schools.

So successful has this program become, that today 47 states operate their own schools. These schools offer *qualified* young Army Guardsmen the opportunity to prepare themselves in their spare time for commissioned leadership. The schools generally offer courses of one year's length, beginning at the start of summer field training and ending just after the following year's training period. In between, the candidates report to the schools for a specified number of weekends during the year.

The course of instruction is set up by the U. S. Army Infantry School at Ft Benning, Georgia, and all examinations are sent to Benning for scoring. With these OCS courses now firmly established as part of the Army National Guard tra-

see READINESS page 12

dition, units are assured of a source of well trained leaders.

Another result of the diminishing pool of combat veterans in post-war years was realized in Army National Guard enlisted ranks. As specialization became more important and combat readiness became more critical, Guard leaders learned that weekly drills and 15-day summer field training periods simply did not provide enough training for modern soldiers with no previous military service.

In July 1955, the first step was taken to correct this. A special eight-week basic training course was set up by the Army for Guardsmen to attend on a voluntary basis. Then, one month later, the President signed into law the historic Reserve Forces Act of 1955, providing, among other things, a six-month basic training program.

For a while, the Guard used both the eight-week and the six-month programs on a voluntary basis. In 1957, however, the six-month training program became a condition of enlistment for all new enlistees without prior service.

Within a year, the entire Army Guard was conducting all of its training on the unit level, an unprecedented accomplishment. In terms of combat readiness, this means that units now require less training *after* mobilization because they are better trained *before*.

But the Guard has not stopped at requiring *fundamental* training of its officers and men. Changes in weapons, doctrines and tactics mean that a soldier must stay on top of his field at all times. The only way a citizen-soldier can accomplish this is by attending U. S. Army service schools, or by studying appropriate extension courses.

These, of course, are voluntary programs, but the fact is that Guardsmen are not promoted if they haven't completed the required courses. Each year, approximately 8,500 Guardsmen attend service schools, and another 44,000 are enrolled in extension courses.

There is still another profound change that has taken place within the Army National Guard since World War II: that is the scope of its mission. People sometimes think of the

OHIO NATIONAL GUARDSMEN IN ACTION.



Guard purely as a Reserve organization which trains to support the U. S. Army only in the event of a war. In 1954, however, the Guard embarked on a program that was to change this concept. This was the "on-site" program.

Under this plan, 101 National Guard antiaircraft artillery gun batteries took over strategic gun sites from the Army and operated them on a full-time basis. These were no "reserve" units; they were full-time partners of the Army in the defense of America's skies. They were on alert 24 hours a day, 365 days a year. In 1957, these units began to convert to Nike-Ajax air defense missiles; and the Guard became the first Reserve Component in U. S. history to be assigned an operational role with guided missiles.

At the present time, some 76 Nike-Ajax batteries of the Guard are "on site" in 16 key industrial and population areas. In addition, two battalions of the Hawaii Army National Guard are manning atomic-capable Nike-Hercules missiles in the air defense of the islands.

There was a time, not so many years ago, when it appeared that no Reserve Component was up to meeting the fantastic demands of modern warfare. The National Guard, however, has met these challenges and will continue to meet them because challenges have always been grist to its mill.

■ TODAY from page 7

"Blood and Fire," Maywood, Calif. (California). 91st Division (Training) "Powder River Division," Presidio of San Francisco, Calif. (California).

MAJOR ARMY NATIONAL GUARD UNITS

Infantry

- 26th Infantry Division (Massachusetts).
- 28th Infantry Division (Pennsylvania).
- 29th Infantry Division (Maryland and Virginia).
- 30th Infantry Division (North Carolina).
- 31st Infantry Division (Alabama and Mississippi).
- 32d Infantry Division (Wisconsin).*
- 33d Infantry Division (Illinois).
- 34th Infantry Division (Iowa and Nebraska).
- 35th Infantry Division (Kansas and Missouri).
- 36th Infantry Division (Texas).
- 37th Infantry Division (Ohio).
- 38th Infantry Division (Indiana).
- 39th Infantry Division (Arkansas and Louisiana).
- 41st Infantry Division (Oregon and Washington).
- 42d Infantry Division (New York).
- 43d Infantry Division (Connecticut, Rhode Island and Vermont).
- 45th Infantry Division (Oklahoma).
- 46th Infantry Division (Michigan).
- 47th Infantry Division (Minnesota).
- 49th Infantry Division (California).
- 51st Infantry Division (Florida and South Carolina).

Armored

- 27th Armored Division (New York).
- 30th Armored Division (Tennessee).
- 40th Armored Division (California).
- 48th Armored Division (Florida and Georgia).
- 49th Armored Division (Texas).*
- 50th Armored Division (New Jersey).

* Now serving on active duty with the U. S. Army.

State Adjutants General

- Alabama—Maj Gen H. V. Graham; Alaska—Maj Gen T. Carroll; Arizona—Maj Gen J. C. Wilson; Arkansas—Maj Gen S. T. Clinger; California—Maj Gen R. L. Hill.
- Colorado—Maj Gen J. C. Moffitt; Connecticut—Maj Gen F. G. Reincke; Delaware—Maj Gen J. J. Scannell; District of Columbia—Maj Gen W. H. Abendroth; Florida—Maj Gen M. W. Lance.
- Georgia—Maj Gen G. J. Hearn; Hawaii—Maj Gen F. W. Makinney; Idaho—Maj Gen J. E. Walsh; Illinois—Maj Gen L. M. Boyle; Indiana—Maj Gen J. S. Anderson.
- Iowa—Maj Gen J. F. Miller; Kansas—Maj Gen J. Nickel; Kentucky—Maj Gen A. Y. Lloyd; Louisiana—Maj Gen R. H. Fleming; Maine—Maj Gen E. W. Haywood.
- Maryland—Maj Gen M. A. Reckord; Massachusetts—Maj Gen T. J. Donnelly; Michigan—Maj Gen R. D. McDonald; Minnesota—Brig Gen C. J. Moeglein; Mississippi—Maj Gen W. P. Wilson.

Missouri—Maj Gen A. D. Sheppard; **Montana**—Maj Gen S. H. Mitchell; **Nebraska**—Maj Gen L. A. Welch; **Nevada**—Maj Gen J. A. May; **New Hampshire**—Maj Gen F. B. McSwiney.

New Jersey—Maj Gen J. F. Cantwell; **New Mexico**—Maj Gen J. P. Jolly; **New York**—Maj Gen A. C. O'Hara; **North Carolina**—Maj Gen C. T. Bowers; **North Dakota**—Maj Gen H. L. Edwards.

Ohio—Maj Gen L. G. Windom; **Oklahoma**—Maj Gen R. W. Kenney; **Oregon**—Maj Gen A. E. Hintz; **Pennsylvania**—Maj Gen M. Hay; **Puerto Rico**—Maj Gen J. C. Cordero.

Rhode Island—Maj Gen L. Holland; **South Carolina**—Maj Gen F. D. Pinckney; **South Dakota**—Maj Gen H. E. Jensen; **Tennessee**—Maj Gen V. D. Nunally, Jr.; **Texas**—Maj Gen J. E. Taylor.

Utah—Maj Gen M. E. Rich; **Vermont**—Maj Gen F. W. Billado; **Virginia**—Maj Gen P. M. Booth; **Washington**—Maj Gen G. M. Haskett; **West Virginia**—Brig Gen G. H. Williams; **Wisconsin**—Maj Gen R. J. Olson; **Wyoming**—Maj Gen R. L. Esmay.

■ ANSWER from page 9

my wife fears is loneliness, especially at night after she's put the children to bed. Except for her and the kids, I don't mind going. We've had good training—we've got a real good outfit." Says Antigo's Captain Norman Martell, the father of eight: "Sure, it's rough on all of us, but that's what we're here for. I've been building myself up a little insurance business for the last six years. Now I'm having to make arrangements to have part of my accrued savings paid out to me while I'm in service. Eight kids can get kind of hungry."

In Tomahawk, Lt. Michael Redmond got his orders just three days after he was married. Says he: "That's just the way it is. It looks as if we're going to have to teach the Russians a lesson." Four of the five men at Dar's service station are leaving, including owner Darwin Hilgendorf. Just last month, Norman Osero had opened Norm's Stereo and TV Shop. Last week he had a new sign out: CLEARANCE SALE.

Values More Important. Thus, despite the hardships it worked on them, the men of the Red Arrow Division return to duty with resolution and high spirit. That resolution and spirit were expressed by a division's chaplain, Rev. William B. Downey, as he put on his major's uniform: "There are values more important than peace. Freedom and justice, for example. I'm prepared to sacrifice peace for them." Those were words that free men everywhere could stand by.

■ HISTORY from page 4

served. Today, nearly 60 percent of the officer strength of the United States Army consists of Army Reservists.

The Reserve Forces Act of 1955, through the six-months training program, has furnished almost 400,000 enlisted men to the Ready Reserve. Records show that just 10 years ago the Army Reserve and Army National Guard together totaled about 700,000 officers and men. Today, Army Reserve strength is just under two million men with an additional 400,000 officers and men in the Army National Guard.

RESERVE OFFICERS TRAINING CORPS]

Reserve Officer Training Corps as we know it today began with the National Defense Act of 1916, which outlined a program of instruction and authorized appointments as second lieutenants of the Organized Reserve Corps for those who completed the course. The Army ROTC program currently is being offered at 247 institutions of higher learning in all 50 States, Puerto Rico, and the District of Columbia.

The concept of providing military instruction at civilian

educational institutions goes back to 1862 when the Morrill Act (Land-Grant College Act) was passed. This Act enabled the Federal Government to grant certain lands to the states if the state educational institutions offered instructions in mechanics, agriculture and military tactics; the Act did not make military instruction mandatory.

Our entry into World War I put ROTC out of business for the duration; however, it was revived by the National Defense Act of 1920. As wartime officers of the AEF of 1917-18 dropped out of the ORC, the post World War I graduates of the ROTC replaced them.

When war again loomed, the ROTC concept paid off. By June 1941 (six months before Pearl Harbor) some 118,000 ROTC graduates had been commissioned. The ROTC Program was continued; however, the college level advanced course was suspended in June 1942. Officer Candidate Schools turned out new officers on what amounted to a crash basis.

During the past five years, the ROTC has produced an average of 12,600 new junior grade officers a year.

Army Library . . .

The following constitutes a partial list of current recommended reading for personnel of the U. S. Army and its Reserve Components.

History: *Military Heritage of America*, R. E. and T. N. Depuy; *Command Decisions*, Kent Greenfield, ed.

Rockets and Space: *Rockets, Missiles and Space Travel*, Willy Ley; *Guided Missiles in War and Peace*, Nels A. Parson; *Developments in Military Technology and Their Impact on U. S. Strategy and Foreign Policy* (Study #8), Johns Hopkins University (for Senate Foreign Relations Committee.)

U. S. Foreign Policy: *Dream of Reality*, Louis J. Halle; *America the Vincible*, Emmet J. Hughes; *Principles of International Politics*, C. O. Lerche; *The United States in the World Arena*, Walter W. Rostow.

Western Strategy: *Strategy in the Missile Age*, Bernard Brodie; *Limited War*, Robert E. Osgood; *NATO and American Security*, Klaus Knorr, ed.

U. S. Power: *War Potential of Nations*, Klaus E. Knorr; *America as a Civilization*, May Lerner; *The Failure of Atomic Strategy*, F. O. Miksche; *The Question of National Defense*, Oskar Morgenstern; *An Introduction to Economic Reasoning*, rev. ed., Marshall A. Robinson and others; *National Security and American Economy in the 1960's* (U. S. Joint Economic Committee, Study Paper #18), Henry Rowan; *The Political Economy of National Security*, James R. Schlesinger; *Beyond Survival*, Max Ways.



Virginia Military Institute ROTC cadets form traditional line of march in Nation's capital during President Kennedy's inaugural review last year.



DEPLOYMENT . . .

President Kennedy, during his special message on urgent national needs last May, commented on the deployment of the Army's Reserve Forces:

"The Army is developing plans to make possible a much more rapid deployment of a major portion of its highly trained Reserve Forces. When these plans are completed and the Reserve is strengthened, two combat-equipped divisions, plus their supporting forces, a total of 89,000 men, could be ready in an emergency for operations with but three weeks notice—two more divisions with but five weeks notice—and six divisions and their supporting forces, making a total of 10 divisions, could be deployable with less than eight weeks notice. In short, these new plans will allow us to almost double the combat power of the Army in less than two months, compared to the nearly nine months heretofore required."

OBJECTIVES . . .

Recently, the Secretary of the Army, Elvis J. Stahr, jr., projected the Army's thinking concerning the reorganization of its divisions:

"It has become quite obvious that much may depend on our ability to put together promptly balanced teams adapted to the particular needs of any given situation. For this reason, a plan has been made to reorganize our active divisions completely during fiscal years 1962 and 1963 in order to provide more flexible units which can be precisely tailored to the varied requirements of the complex threat we face.

"A concurrent reorganization in the Reserve Components is scheduled for completion by the end of fiscal year 1964.

The Air Force Point of View trades with the Army Reserve Components for this issue and presents viewpoints on policies affecting the U. S. Army and the role it plays in the national defense. Both the Air Force Reserve and Air National Guard have excellent records in Air Force/Army cooperation—to further this spirit the Army Point of View is featured.

"The basic building blocks of the new divisions will be a division base and four types of combat maneuver battalions—infantry, tank, and mechanized and parachute infantry. These basic building blocks can then be grouped into tank, mechanized infantry, and—in the case of the Active Army—airborne divisions of varying strength and capability as each individual situation may dictate.

"In the light of our current divisional missions and available resources, the new divisions will contain from seven to 11 maneuver battalions, but will be able to accommodate as many as 15. Flexibility, mobility, firepower, and command control will all be greatly enhanced."

SPECIAL MESSAGE . . .

Following is the text of a message sent recently by Secretary of the Army to all Army commands:

"I have directed that the full text of the President's Special Defense Message be sent to all major Army units around the world. I invite your special attention to this important document and especially to the many points which are so encouraging to the Army. Particularly significant was the President's clear indication that the reappraisal of our defense policy and posture has only begun and will continue vigorously.

"Among the objectives advocated by the President, and long endorsed by the Army, which point the direction of the continuing reappraisal are the following:

- Sufficiently powerful and mobile forces to prevent the steady erosion of the Free World through limited wars.

- A flexible, selective, swift and effective force to react to an attack on any part of the Free World with any kind of weapons.

- Increases in non-nuclear firepower and battlefield mobility to permit deliberate choices in weapons and strategy and reduce the danger of unnecessary escalation of a small war into a large war.

- The expansion of Special Forces trained in guerrilla warfare.

- The provision of adequate airlift and sealift to move elements of the Strategic Army Corps.

- Substantial improvements in supporting tactical aircraft.

- Additional emphasis on research and development on limited war requirements.

- Stepped-up procurement of modern weapons and equipment."

NUCLEAR WEAPONS . . .

The following are excerpts from Secretary Robert S. McNamara's talk before the Senate Committee on Appropriations last July:

"Believing that the Western World will be very reluctant to invoke the use of nuclear weapons in response to anything short of a direct threat to its survival, the Kremlin leaders hope to create divisive influences within the Alliance by carefully-measured military threats in connection with the Berlin situation. In order to meet such threats with firmness and confidence and to provide us with a greater range of military alternatives, we will need more non-nuclear strength than we have today . . . What we are proposing now is not only to strengthen our nuclear capabilities but also to increase our non-nuclear capabilities to provide a still greater degree of versatility to our military forces."

WILL TO RESIST . . .

General Herbert B. Powell, who commands the U. S. Continental Army Command, is emphatic in his appraisal of the Reserve Forces. In a special article for the Army Reservist (September-October 1961), he stated:

"The presence of a Reserve Force in a country of any size makes known to friend and foe alike that there is in that country a will to resist any over moves to interfere with her right to freely determine her place in the family of nations.

"This our Reservists know, from the oldest veteran to the youngest recruit. Their inspired responses to the training requirements (last) summer show that they are aware of the dangers we face as the world races along the narrow

corridor between peace and war. The newest qualified rifleman, as well as the division staff officer, knows that the requirement can quickly change from a trainfire target to one that actually fires back.

"In other words, they know where they stand, what dangers and challenges they face; their spirit and morale as they advance their knowledge in how to meet them is that of men who know what needs to be done and are set upon doing it."

ARMY QUOTES . . .

"U. S. Army combat units are stationed at widely separated points from Berlin to halfway around the world in Korea; from Alaska in the north to the tropics of the Panama Canal Zone in the south. Other units and individual soldiers are assigned duties in some 42 nations that have requested our military assistance. You can see that even with a million men, the Army is spread thin for a job of this size."—**General George H. Decker**, Army Chief of Staff.

Army Reservists and National Guardsmen are "an indispensable part of our measured response to the threat of Communist aggression," according to **Mr. Gene A. Robens**, Special Assistant to the Under Secretary of the Army for Reserve Forces and ROTC Affairs. Mr. Robens said that the deterrent to war lies in military strength; and that a "lion's share of the credit" goes to Reservists and Guardsmen who have prepared themselves for this eventuality.

"One of the Army's most pressing present problems is how to provide tomorrow's weapons and equipment—and how to do it in the face of mushrooming costs and rapid technological change—how to do it 'yesterday' when 'tomorrow' is already here!"—**Lt. Gen. Arthur G. Trudeau**, Chief of Army Research and Development.

"The spirit of the citizen soldier in all of the units and camps visited stands out as the one indelible impression. It is magnificent and truly reflects the readiness of America to answer the call of the President in this or any other emergency. Complaints are insignificant and not representative of the overwhelming majority. The headlines appearing in the press of dissatisfaction and inadequacy of supplies are overrated. Morale is extremely high in all units . . ." **General James A. Van Fleet**, USA (Ret.), in a report to the Secretary of the Army on the Berlin buildup.



"The use of Army aircraft in direct support of ground operations is accepted military doctrine, for these light-weight planes have played an important role in bringing about a revolutionary improvement in the Army's mobility and will combine to contribute to its ability to observe, maintain contact, and fire on the enemy."—**Elvis J. Stahr, jr.**, Secretary of the Army.

"Employers have been extremely cooperative in supporting the National Guard training program. Now, in a world situation which requires rapid expansion of our active military forces, it is clear that our investment in the reserve forces has been a provident one. Thanks to the dedication of these Guardsmen and the cooperation of their employers, Army National Guard forces are now ready for deployment as fully trained units, as worldwide developments require."—**Maj. Gen. Donald W. McGowan**, Chief, National Guard Bureau.

"We expect closer cooperation with industry to insure more efficient development and procurement of material to meet Army's needs, thereby making a positive contribution to the national defense. We expect closer cooperation of public relations efforts to place before our mutual publics the

facts which depict a true picture of Army needs and industry cooperation in meeting those needs."—**General Clyde D. Eddleman**, Army Vice Chief of Staff.

"During its entire history, covering a span of some 186 years, the U. S. Army has made innumerable important contributions to the civilian economy and well-being, elements of our Power for Peace too often overlooked, and which now deserve special consideration."—**Maj Gen F. M. Warren**, Chief, U. S. Army Reserve and ROTC Affairs.

"Let me emphasize how imperative I feel it is for the American people to be kept informed and assisted toward an understanding of the facts pertaining to national security. This can be accomplished best with the help of local leaders . . . whom the people know as individuals. Speeches and press releases from Washington are essential but they are not enough. I am confident that a well informed American people will go any distance along any road that leads ultimately to the full attainment of our national goals."—**Elvis J. Stahr, jr.**, Secretary of the Army.

"In view of the critical world situation, it is imperative that measures be taken promptly to improve the deployment readiness posture of our Reserve Components and to make them more responsive to strategic plans. The pace and nature of modern warfare require that reaction time be measured in terms of weeks rather than in months." **General George H. Decker**, Army Chief of Staff.

Recently the Strategic Army Corps and the combat elements of the Tactical Air Command were combined into a single unified command, the U.S. Strike Command . . . or US STRICOM. These forces, important elements of our Strategic Reserve and ready for immediate deployment anywhere in the world, have been working closely together for several years.

This new arrangement, however, brings them into an even more clear-cut relationship with each other. Their ability to develop definitive joint plans and doctrine, and the efficiency with which they can conduct training, will add materially to our ability to meet military challenges, wherever they may occur, promptly and effectively.

—**General Lyman L. Lemnitzer**
Chairman, Joint Chiefs of Staff



Reserve Camera



Reservist engineers at Camp Roberts, Calif., demonstrate a river crossing during their two-week active duty training session. Engineers performed their summer training duties with the 63d Infantry Div.

Reservists from Chicago's 12th Special Forces Group jump from twin doors of an Air Force C-119 during a practice maneuver.



Equipped with radiation detectors, Reservists of the 415th Chemical Group decontaminate area exposed to radioactive materials released by simulated nuclear explosion.



A Nike-Ajax installation, manned by the Connecticut National Guard, is strategically located to defend the skies over the New York City area.



Connecticut Guardsmen man an intricate guided missile system designed to fire the Nike-Ajax missiles.

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Reference

FEBRUARY 1962

THE AIR RESERVIST

OFFICIAL MAGAZINE OF
THE AIR RESERVE FORCES



**BUILDUP
BRIEFS**
...page 5

the Cover

THE AIR RESERVIST

OFFICIAL MAGAZINE OF
THE AIR RESERVE FORCES



Being airlifted to Moron AB, Spain this F-104 Starfighter from South Carolina's 57th Fighter Interceptor Squadron (ANG) is loaded aboard a C-124 Globemaster. The South Carolina unit is part of the second contingent of Air Guardsmen in Europe as a result of the Berlin buildup.

THE AIR RESERVIST

OFFICIAL MAGAZINE OF
THE AIR RESERVE FORCES

VOL. XV—No. 2

FEBRUARY 1962

AIR FORCE RESERVE AIR NATIONAL GUARD
CIVIL AIR PATROL

General Curtis E. LeMay
Chief of Staff, United States Air Force

Maj. Gen. Chester E. McCarty
Ass't Chief of Staff Reserve Forces, USAF

EDITOR
Fred E. Giachino

ASSOCIATE EDITOR STAFF WRITER
Earl E. Lane MSgt. Paul E. Collins

The Air Reservist is an official publication of HQ USAF approved by the Secretary of the Air Force in accordance with Section 278, Title 10, U. S. Code. This section requires the dissemination of complete and up-to-date information of interest to the Air Reserve Forces.

Editorial Office: The Air Reservist
P.O. Box 423, Balling AFB, Washington 25, D. C.

The material contained in The Air Reservist is listed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by Hq. USAF.

MAJ. GEN. CHESTER E. MCCARTY has succeeded retiring Maj. Gen. Robert E. L. Eaton as assistant chief of staff for Reserve Forces at Hq USAF. Gen. McCarty moves up to his new position from deputy chief of staff for Reserve Affairs. Gen. McCarty is one of the Air Force's most decorated combat officers and a command pilot with more than 11,000 flying hours. His broad knowledge in tactical air operations was acquired from first-hand experience since he personally has led many of the Air Force's major combat cargo operations over the past decade. Gen. McCarty commanded cargo operations in Korea, USAF airlifts into besieged Dien Bien Phu, and major troop movements to Alaska, Japan, Greenland, and Panama.



COL. GEORGE A. CARTER joined Continental Air Command last summer as chief of information for the second time. Previously he served with CONAC from 1950 until 1956 when the organization was relocated at Mitchel AFB, N. Y. It was during a tour with Hq USAF, that Col. Carter was instrumental in creating the USAF Information Services Manual 190-4, first published in 1952 and still being used as a comprehensive guide for Air Force information personnel. Col. Carter also helped to organize the Reserve Motivation Program which is today an integral part of the CONAC Information program.

MAJ. MORTON B. KELMAN, information officer of the 8309th Air Reserve Recovery Group, Mineola, N. Y., is a valued contributor to The Air Reservist magazine. His most recent effort included thorough news and pictorial coverage of the Inter-allied Confederation of Reserve Officers (CIOR) tour completed in October by 27 Reserve officers of ten NATO countries. Since his affiliation with the Reserve program he has continued to serve in an information capacity. In his civilian role he has contributed graphic coverage to Jane's All The World's Aircraft, Aviation News, Aviation Week and Flight and others.



SMSGT. WILBUR C. McMURRAY, chief of flight line maintenance, 758th TCSq., Greater Pittsburgh Airport, Coraopolis, Pa., served with the Air Reserve since July 1950. In June 1958, McMurray was among the first civilians sworn into the Air Reserve Technician program. During Pine Cone III, Sgt. McMurray's assigned aircraft flew 94 sorties. He later was cited for his efforts when TAC conducted an operational readiness inspection and judged McMurray's aircraft inventory records the best of any unit inspected. For his devotion to the Reserve program Sgt. McMurray was selected as the 2d Air Force Reserve Region's outstanding airman of 1961.

MSGT. MILTON B. MACKALL, 9890th Air Reserve Squadron, St. Petersburg, Fla., has three times been appointed to the American Legion's National Committee on Reserve Affairs. Mackall is an active speaker on the Reserve program, Reserve activities and their importance to the nation. He also has spoken at Air Force bases throughout Florida on the subjects of Reserves, GI Insurance, Veterans Affairs and other allied topics. Last fall he represented the 3d Air Force Reserve Region as its outstanding airman of 1961.



DEPARTMENT OF THE AIR FORCE
OFFICE OF THE CHIEF OF STAFF
UNITED STATES AIR FORCE
WASHINGTON, D.C.



REPLY TO
ATTN OF AFCCS

SUBJECT The Air Force Buildup

to Members of the Air Reserve Forces

The response of Air Reservists called to active duty in recent months has been a source of great satisfaction and pride to all of us in the Air Force. These members of the Air National Guard and Air Force Reserve have demonstrated a readiness and willingness to defend their country that proves the validity of our Air Reserve Forces concept.

They were mobilized in record time -- more than 27,000 men -- and a number of units were quickly deployed to overseas bases. The movement of these units to Europe was the largest single overseas deployment of jet fighters in history, involving more than 250 combat jets in all. It was an efficient and professional operation.

Making a different kind of history, but equally important to our overall strength, are those recalled units remaining in the United States, ready for instant use. All the newly recalled units, on duty now in the States and overseas, were able to add immediate strength to our troop airlift and tactical fighter forces.

You who have not been called up also are making a genuine contribution to the kind of national strength and determination which can help to deter war. Both as individuals and as units, Reservists are maintaining their readiness to perform their specialty whenever and wherever they may be needed.

I urge you to make a special effort to keep yourself well informed about world affairs through books, magazines and the press so that your constant readiness will be based on an understanding of the situation as well as on your military proficiency.

Frederic H. Smith, Jr.
FREDERIC H. SMITH, JR.
General, USAF
Vice Chief of Staff



Reserve Chief Retires

Air Force Chief of Staff General Curtis E. LeMay presents Distinguished Service Medal to Maj. Gen. Robert E. L. Eaton as Mrs. Eaton displays evident pride. The medal was presented in recognition of Gen. Eaton's singularly distinctive accomplishments as assistant chief of staff for Reserve Forces, USAF. Gen. Eaton retired December 31. Other awards presented Gen. Eaton included a letter of commendation from The Adjutant General, Utah; the Tennessee Commendation Ribbon, the Alabama Commendation Medal, and letters of appreciation from the Reserve Officers Association, the National Guard Association and from the States of South Carolina, New Jersey and Nebraska.

... PLANS & POLICY

PROMOTION OF RESERVE FORCES AIRMEN called to duty last October has been approved by Hq USAF. However, Air Force officials emphasized that these promotions are in addition to those previously programmed for the active duty forces. When Air Reserve Forces units were ordered to active duty the Air Force anticipated approximately 100 percent manning and in many cases UMD authorizations did exceed the DOD limitation of 58.5 percent in the top six airmen grades. Since these units were given permission to promote up to the date of federalization and expected to be fully manned against a higher graded UMD, no promotion provisions were made.

However, 100 percent manning of these units did not materialize and units came on active duty approximately 50 percent manned in the top six grades, as compared to 58.5 percent in active duty units. The Air Force recognizes Air Reserve Forces airmen promotions received in inactive status and has revised the policy accordingly. Previously an airmen would have been denied a promotion he normally would have received had he remained in an inactive status.

To insure that airmen of the involuntarily recalled Air Reserve Forces receive a fair share of promotions, time in grade requirements may now be computed from the effective date of the last promotion as a Reservist. Date of rank will continue to be computed in accordance with AFR 35-54. The new waiver will remain in effect only until Air Reserve Forces units are released from active federal service.

Using the waiver, promotion quotas for Air Reserve Forces airmen will be allocated to the major commands and based on a percentage of the total Air Reserve Forces assigned. Both Regular and Reserve quota allocations will not exceed the 58.5 percent ceiling imposed by DOD. Promotions which normally would go to Air Reserve Forces have now been programmed for in the Berlin buildup and funds have been allocated. When Air Reserve Forces units revert to inactive status, grade authorizations will be withdrawn.

CIVIL AIR PATROL PARTICIPATION in Air Force-sponsored recovery exercises has not been specifically outlined in AFR 46-5. Guidance has been requested from Hq USAF, but until such time firm policy has been established, CAP personnel participating may not be reimbursed as "on an Air Force requested mission." Also, they would be ineligible for benefits provided by Federal Employee Compensation Act.

SIX BASE SUPPORT GROUPS were redesignated effective January 1, 1962. New designations are as follows: 8334th Westover AFB, Mass., to the 8311th; 8401st, Wright-Patterson AFB, Ohio, to 8318th; 8468th, Sewart AFB, Tenn., to 8320th; 8535th, Randolph AFB, Texas, to 8344th; 8602nd, Richards-Gebaur AFB, Mo., to 8395th; and 8669th, Travis AFB, Calif., to 8421st.

LEGAL ASSISTANCE by Judge Advocate Area Representatives (JAGAR) has been approved by the Judge Advocate General, USAF. JAGARs are selected non-active duty Air Force Reserve lawyers who render legal assistance to eligible military personnel residing or stationed in their areas. Eligible persons are dependents of military personnel, including Reservists and Guardsmen on duty for the Berlin Buildup, retired servicemen, active duty personnel and Reservists in the Recovery groups and squadrons.

Purpose of JAGAR service is to utilize Reserve lawyers more effectively by extending legal assistance to eligible persons who reside in areas inconvenient to Air Force bases. The American Bar Association has indicated approval of the program, within limits established by Air Force regulations.

Military dependents may obtain legal assistance by contacting the legal office at the nearest Air Force base, or by contacting the local bar association for information regarding JAGAR services.

An example of JAGAR effectiveness was demonstrated recently in an Alabama town when a Reserve airman called to active duty was threatened with repossession of his trailer home by a finance company. His income had been reduced but the company would hear nothing of cutting the payments in line with his new income. The local JAGAR straightened out the problem in ten minutes and the finance company reconsidered.

The Judge Advocate General, Hq USAF is seeking highly qualified Air Force Reserve lawyers to fill additional positions in the JAGAR program. JAGARs are assigned as Part II Ready Reservists in Training Category "D"—Pay Group "D". A two-week tour of active duty for training at a base of choice is offered during each fiscal year, consistent with the rule of one day's surface travel from place of residence. Training points will be awarded on a "case" basis.

Air Force Reserve lawyers may apply for this duty by contacting The Judge Advocate General, USAF, The Pentagon Washington 25, D.C. Applicants must hold commissions in the JAG Reserve.

see PLANS & POLICY page

Four months have elapsed since the Air Reserve Forces answered the call in the Berlin buildup. The transition from civil to military life has gone without incident, and only minor adjustments have been needed to place Reservists and Air Guardsmen on a more equitable footing with their Air Force counterparts.

RAISING AIR RESERVE FORCES PERSONNEL called to active duty, President Kennedy said, "We called them in order to prevent war, not to fight a war." He pointed out the current "direct clash of interest" in Berlin, along with higher tensions in Vietnam, as the reason the units were summoned to active duty. He also stated that Reserve and Guard units will be used "in a more direct way" should our efforts fail to keep the peace. Commenting on the importance of the buildup and the fact that the units have been called to one year's active duty, the Chief Executive said, "It is our hope to get these men out before their 12-month period."

BUILDUP



M/G Chester E. McCarty, asst. c/s Reserve Forces, USAF, talks to 78th TCSq, members at Barksdale AFB, La., during stop in tour to inspect all Reserve Forces units on active duty in U.S.

AN OVERSEAS REPORT to the Secretary of the Air Force, by Maj. Gen. Winston P. Wilson, assistant chief, National Guard Bureau, Air, stated that morale of ANG units stationed in Europe is high. Visiting all Air Guard units on active duty in Europe, General Wilson said that the units are demonstrating their ability to perform the mission assigned. All unit air crews have completed the theater indoctrination and are standing alert. War consumable conventional munitions are on hand and immediately available. The 152d Tactical Control Group, with all its AC&W flights, is in place. General Wilson reported that there are certain minor personnel and operational problems, which are now under discussion at the Air Staff level. Completing his report, the general said, "I am fully convinced that all [Air Guardsmen] now why they are on active duty and why they were deployed to Europe."

305th Air Rescue Squadron crew is greeted on return from short duty tour by (r) B/G Cecil Lessig, 5 AFRR cdr. (l-r) Maj. Piddington, Capt. LaDou, Maj. Siegel, Capt. Kaske. On steps, Capt. Brent. Inside, SSgts Scott, Galat, Lane and Colin. Crew just returned from South America.



NEW YORKERS ON ACTIVE DUTY will receive a state exemption of \$100 a month, according to an announcement made by the State's Department of Taxation and Finance. A tax bill enacted in November provides exemptions to individuals (both officer and airmen) who went on active duty on or after October 1, 1961 and prior to June 30, 1962. The exemption includes those residents of New York who are already serving in the Air Force.

BRIEFS

EUROPEAN DEPLOYMENT of 60 additional Air National Guard jets took place during November. The first jet was standing alert in Europe just 24 days after being called to active duty. Flying elements of three F-104 tactical fighter squadrons were involved; the 161st Fighter Group (Arizona); the 169th Fighter Group (South Carolina); and the 134th Fighter Group (Tennessee). USAF said that transfer of the F-104 *Starfighters* within weeks after recall is a credit to the high degree of readiness achieved by the units. The *Starfighters* were flown to Europe in MATS' C-124 *Globemasters*. Twelve hundred personnel accompanied.

OFFICER TRAINING FOR AIRMEN called to duty for the buildup has been okayed by Hq USAF. Reserve and Air Guard airmen may apply for any type of pre-commissioned training as long as they meet the eligibility criteria for that training. USAF made the point to counter misconceptions that these airmen were restricted solely to on-the-job training programs in their units. While OJT restrictions apply in most cases, they do not apply where application is made for officer training. In fact, liberal procedures will allow such training even past the one year buildup tour. ANG or Reserve status will be retained until completion of training when a Reserve commission will be tendered. Personnel "washing-out" will be returned to former buildup units and released from active duty with them.

DAILY FAR EAST FLIGHTS are being made by California ANG's 146th Air Transport Wing of Van Nuys. Ordered to active duty on October 1, the unit's C-97 *Stratofreighters* are supporting the Military Air Transport Service's strategic airlift requirements. The C-97s carry military cargo on the standard MATS Pacific route starting at Travis AFB, Calif., and terminating at Tachikawa AB, Japan. Stops are made in Hawaii and Wake Island. The wing is composed of 2,100 personnel and 24 aircraft.

see BRIEFS page 6

AT ETAIN AIR BASE, FRANCE, the 164th Weather Flight from Mansfield, Ohio, lays claim to being the first activated ANG weather flight to be operating entirely on its own overseas. One of three Air Guard weather units to be sent to Europe, the 164th was rated Number one out of 31 weather flights throughout the continental United States, Hawaii and Puerto Rico for the third quarter of Fiscal Year 1961. The rating system is based on the Military Air Transport Service operational readiness comparison with other ANG weather flights.

AIR FORCE FAMILY SERVICE CENTERS have been placed at the disposal of dependents of Reserve and Air Guardsmen called to active duty. In a letter to all Air Force bases, Hq USAF requested that contacts be made with these dependents to inform them that the Air Force considers them a part of the Air Force family and is vitally concerned with their welfare. The centers will aid dependents with problems of allotments, medical care and emergency assistance during the absence of officers or airmen on active duty with a Reserve or ANG unit. Dependents in this category also may contact the nearest Air Force base for whatever help and advice they may need.

PERMANENT CAPTAIN SELECTIONS for 5,373 active duty Reserve and non-active duty Air National Guard first lieutenants were announced by Air Force in mid-December. Selections for 4,730 extended active duty officers, including ANG personnel on active duty do not necessarily involve insignia changes. A large number in this category already have temporary promotions to captain. For some 643 ANG first lieutenants not on active duty, selections mean promotions. USAF pointed out that effective dates of permanent Reserve and ANG captains differ according to the individual. A few effective dates go back to 1960 and 1961 but the majority are scheduled for 1962 and 1963.

THE BERLIN BUILDUP has assured the Air Reserve Forces a place in overall defense planning for 1962 and the years ahead, says Mr. John A. Lang, Jr., Air Force deputy for Reserve and ROTC Affairs. In support of his prediction he cited the speed and effectiveness with which the Air Reserve Forces units responded to the buildup.

"Air Force Secretary Zuckert was gratified at the efficiency these units displayed," Mr. Lang said. "He was particularly pleased with the small number of complaints. Less than four percent of the Reservists and Air Guardsmen asked for exemption—less than one-half of one percent were found valid and approved."

Mr. Lang stated that much of the credit for the low exemption rate was due to a continuing effort to screen Air Reserve Forces personnel to insure their availability. He said the overall effect of the buildup has been to show Congress and the people that their investment in the Air Force Reserve and Air National Guard has been well placed.

"The effectiveness of the buildup operation," Mr. Lang said, "was, in my opinion, a controlling factor in the recent cancellation of the December 31 deadline for settlement of the Berlin crisis." Significantly, he added: "The units were called to prevent a war—to date they have succeeded."

With regard to demobilization prior to the 12-month limit set by Congress, Mr. Lang said that the matter primarily depends on world conditions. "When plans for a definite demobilization schedule are announced," he said, "it will for the most part take several weeks to implement completely an orderly phase-out. We must plan for the country's military

needs as well as for the welfare of the individual Reservist—keeping in mind the possibility of unforeseen international troubles."

In discussing the future of the Air Reserve Forces, Mr. Lang said, "The Reserve operation of the Air Force will be clearly defined during the coming year with regard to mission, manpower and equipment. Present indications are that the program in operation during the past year will continue on the same basic pattern."

He said that expert testimony has shown the need for both the Reserve Recovery and Base Support programs, and that they are being watched closely during FY 1962 for ways to improve their effectiveness. He feels confident that during Fiscal Year 1963 the capability of these units and programs will be clearly demonstrated. He added that on his trips around the country he found great public interest in Air Reserve Forces' activities and that his interest will surely be reflected in Congressional support for the Reserve.

IMPORTANT POLICY RECOMMENDATIONS submitted to the Secretary of the Air Force by the 33d meeting (October 20-25) of the Air Reserve Forces Policy Committee have been reviewed and the majority approved.

Most significant was approval of a recommendation to provide the same benefits and privileges to qualified dependents of Air Force Reservists who are killed in-line-of-duty, as are extended to active duty members. Maj. Gen. O. K. Nielsen, Surgeon General, USAF, lent personal support to the recommendation when he said, "The Air Force Medical Service heartily concurs . . . in the recommendation that medical care be provided for the dependent survivors of inactive duty Reserve Forces personnel killed in-line-of-duty . . . We deeply appreciate that the Air Force mission projection is eternal for all Armed Forces personnel killed in-line-of-duty, and is no less so for the inactive duty ready reservists."

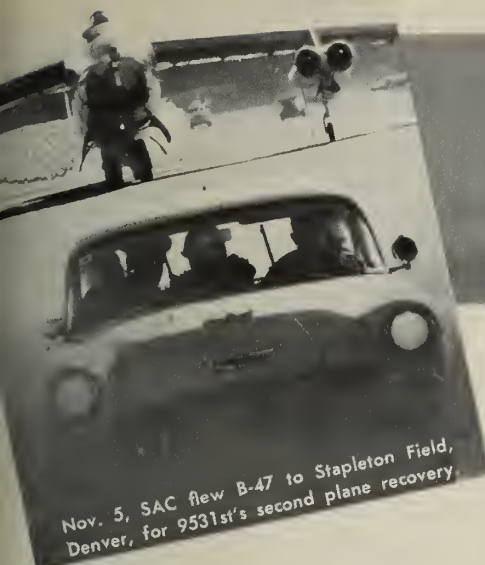
A boost to manning of Air Reserve Forces medical units was approval to initiate appointments of Medical Service Corps officers in organized units of the Air Reserve Force without the requirements for concurrent active duty tour.

Amendments of Air Force regulations are forthcoming which revise eligibility requirements for Air National Guard officers appointed as state Adjutants General. Officers formerly officers of the Armed Forces who have attained temporary or permanent grade of colonel or above may be federally recognized in the grade of brigadier general or major general in the position of State Adjutant General, for the period of their tenure of office in that position. Officers formerly officers of the Armed Forces who have attained temporary or permanent grade of lieutenant colonel or below may be federally recognized as a State Adjutant General in the highest grade previously held, temporary or permanent.

Specialized Air Force Reserve units (R&D, legal, intelligence and information) will be maintained at locations where the units can perform an active support mission of the Air Force. These units will be administered by Recovery groups or high headquarters, as appropriate.

Problems in local training, manning and recruiting will be taken under consideration when reviewing requests from the field for waivers of retention of officers promoted to the grade of major in aircrew positions in Reserve troop carrier wings. The same consideration will be given to requests for waivers in all cases where a technically qualified officer might be lost through promotion with no reasonable expectation of replacement by a qualified officer.

Studies were approved to consider the feasibility of dispersing Air Reserve Forces units to low-density population areas; and to correct apparent deficiencies in the recruitment



Nov. 5, SAC flew B-47 to Stapleton Field, Denver, for 9531st's second plane recovery.

STATUS REPORT

RECOVERY program

What's the latest on the Air Force Reserve Recovery Program? A check at the grass-roots reveals that enthusiasm for the program remains unabated. There are 82 Recovery groups and 200 squadrons scattered throughout the country. All have come up with innovations. The participants appear amply fortified with the one big ingredient necessary to the success of the program—that is ingenuity.

When the Air Force Reserve Recovery Program went into high gear on July 1, 1961, a nine-month pilot program had paved the way. The test units resolved problems in logistics and personnel and made a sizeable dent in the lack of know-how in the new field of Recovery. A series of successful exercises have proven that the Recovery units have what it takes.

Recovery progress has been watched with growing interest by the major air commands. Since, on M-Day SAC, TAC, MATS and ADC may benefit through the availability of prepared alternate landing fields, some of them are beginning to schedule their aircraft for participation in realistic exercises. However, the best measure of the Recovery Program's success is the number of officers and airmen who have responded to the Recovery Program's manning needs. As of November 15, 1961, 88 percent of the officer slots (5,085) and 43 percent of the airman positions (13,250) have been filled.

But, the Air Force Reserve Recovery Program is more than statistics or generalizations about logistics. As important as Recovery may be, it will not happen without the important elements of individual hard work and ingenuity.

MASTIC, LONG ISLAND, home of the 9111th Recovery Squadron, is as good a scene as any to demonstrate how recoverymen start with nothing more than orders in hand and

develop highly competent organizations. The parent unit, the 8309th Recovery Group, Mineola, New York, was organized on July 1, 1961, in a commercial building in the county seat of Long Island's Nassau County. Designated a three-squadron organization, one of the group's remote site locations was a WWII fighter/bomber emergency flight strip, located at Mastic on the south shore of eastern Long Island.

The concrete runway, plus blacktop extensions at each end, was under the jurisdiction of the Town of Brookhaven in Suffolk County. Used by innumerable private aircraft and the Civil Air Patrol, the field boasted little more than a wind tee and sock, refueling facilities and several temporary-type buildings used for flying operations and by CAP.

Contact with Town of Brookhaven authorities and the CAP was established that same month. The town board welcomed the obvious benefit to be derived from the location of a Recovery squadron and the following month approved plans for a site location. It also donated several thousand dollars in funds for construction work. The General Services Administration was contacted by the group for housing structures. Six quonset huts, former nurses' quarters at the Veterans Administration's Northport Hospital, were released for use by the squadron.

see RECOVERY page 8



1 9111th Reservists dismantle old quonset huts at Northport for use at Mastic recovery site.

2 A segment of an old veterans hospital moves to new 9111th headquarters.

3 On new site, Reservists reconstruct huts to serve as vehicle maintenance building.

4 Installation is inspected by Lt. Col. Frey, 9111th commander, and Lt. Col. Stafford, 1st AFRR.





Aurora, Colo., civilian first aid team treats "wounded" aircrewman during October exercise held by 9531st Recovery Squadron at Stapleton Field, Denver.

During September and October squadron personnel dismantled the quonsets and transported them to Mastic, where they were installed under the supervision of group staff personnel and Capt. Ted Van Hyning of the 911th, a construction company executive in civil life.

Work crews from the entire group gave time on training weekends, annual short tours, or on volunteer status during additional weekends. The building project included joining two huts with a waist-high cinder block wall for maintenance of motor vehicles, installation and buildup of civilian and MARS communications facilities and a control tower. The total project consumed seven months of hard work by the Recoverymen.

WATERLOO, IOWA saw Recoverymen of the 9452d Recovery Squadron preparing an exercise with a CAP Cessna 140 which simulated a disabled KC-97. The date was Sunday, October 15, 1961, and unknown to the Recovery crews of the squadron, a C-119 was winging its way in from Richards-Gebaur AFB, Mo., to pick up a five-man inspection from the 2483d Air Force Reserve Sector. The inspection team had been looking over the Iowa unit. Utilizing FAA radio facilities, the squadron commander contacted the pilot of the C-119 and obtained his cooperation to act as a second and unscheduled aircraft to be recovered. When the C-119 touched down at the field, Recovery crews had just finished with the CAP air-



TV personality Peg Lynch gave Recovery program a boost as she joined Reservists in commercial TV film production.

8301st AFRRGp Reservists, Worcester, Mass. lent talents as "extras" during production.



craft. Waterloo Fire and Police Departments, as well as Iowa Highway Patrolmen, were tipped off in advance and stayed on to assist in the surprise recovery of the C-119.

STAPLETON FIELD, DENVER, COLORADO, was the scene of a realistic recovery operation when, on November 1, 1961, its 9531st Recovery Squadron recovered a B-47 flown in for the occasion by Strategic Air Command. This exercise demonstrated the broader potentials of a Recovery unit when it uses maximum resources such as CAP, National Guard medical facilities, local Red Cross, city fire and police departments and the U. S. Weather Bureau. The exercise called *Wounded Duck*, was staged in conjunction with the Reserve Officers Association policy committee convention held in Denver. Open to the press and general public, the exercise demonstrated with several teams, each performing a specific function in the recovery of the aircraft. An operations team coordinated the overall project while decontamination, firefighting and crash-rescue teams intercepted the landing aircraft. A supply team had already procured necessary items of equipment for the operation. Ambulances and medical personnel from Colorado Civil Air Patrol, Aurora, Red Cross first aid teams and the Colorado National Guard were on hand to take simulated casualties to Fitzsimmons Army Hospital. Helicopters were also pressed into service. A civil engineering team was on hand to survey physical damage to the event the plane "crashed" and had heavy equipment standing by to push the plane off the runway. Had the plane been radioactive, the team could have provided decontamination for safety. Weather, security, intelligence and aircraft service teams took care of the plane's requirements from landing to take off. Surface transportation and communications teams provided adequate vehicles and the coordination of communications facilities with all participants in the exercise.

A recovery also was made on October 14 when a Reserve C-119 assisted the squadron.

MALDEN, MISSOURI saw the 9548th Recovery Squadron recover its first aircraft in August, 1961, during the first training assembly just 14 days after the unit was organized. The training exercise utilized an Air Force Reserve C-119 which simulated medical, communications, refuel, and minor air frame difficulties. Malden fire trucks assisted in the recovery exercise and a civilian station wagon acted as the follow-up vehicle.

SANFORD, MAINE'S 9121st Recovery Squadron held an interesting recovery demonstration recently when the C-47 carrying Brig. Gen. Benjamin G. Willis, commander of the 1st Region, came in for a landing. Located at Sanford Airport—a limited facility Recovery base—the unit rallied private vehicles to outline the runway with their headlights during the simulated recovery.

HARTFORD, CONNECTICUT'S 8305th Recovery Group reports overall manning at 90 percent at group level and 80 percent for the 9104th Recovery Squadron at New Haven. Four Nissen huts were acquired at no cost to the Air Force and squadron personnel sited and assembled the huts at the New Haven Airport. The squadron medical section is well manned, with six out of seven airman positions filled. The squadron's medical officer, Capt. S. J. Petrie, lends occasional assist to the group which still has a vacancy for a medical officer.

WHITE PLAINS, NEW YORK'S manager of the Westchester County Airport has agreed to provide instruction for Recoverymen of the 9105th Recovery Squadron in the use and operation of the municipally-owned foam truck.

JACKSONVILLE, FLORIDA'S Duval Medical Center graduated three medical technicians from the 9323d Recovery Squadron in a special two-week course. Held in December, the trio spent two-weeks in the Center's emergency receiving room actually helping with emergency cases. Capt. Jack Baker, the team's supervisor, said the Reservists gained more actual experience in that period than they might have received in six months of emergency work at a service hospital. The class was the first to be trained in a Florida hospital since the beginning of the Recovery Program . . . In November, the 9323d Recovery Squadron, Fernandina Beach, Fla., and the 9324th Recovery Squadron, Gainesville, Fla., ran recovery exercises in conjunction with four aircraft from Civil Air Patrol. The 8443d Recovery Group finance officer, Capt. Baxley, was aboard one of the aircraft and was declared "radioactive." He was decontaminated with a fire-hose manned by Capt. P. A. Lee, following a discussion about 24 pay periods instead of 48.

WYOMING, PENNSYLVANIA'S 9201st Recovery Squadron lent a helping hand in last summer's Exercise *Swift Strike*. While on two weeks of active duty training at Wilkes-Barre-Scranton Airport last August, the unit became involved with two C-123 cargo transports which arrived unannounced from Dobbins AFB, Ga. Unknown to the unit, trucks from nearby Tobyhanna Signal Depot were on the way with 60,000 pounds of cargo which was slated for *Swift Strike*. The Recoverymen turned to as cargo handlers and loaded the big planes which became airborne early in the day. Later, two additional C-123s arrived at the airport and were loaded. These remained over night and were guarded by air police teams from the squadron. The following day, the C-123s departed. On the third day, three more C-123s arrived to be loaded by the Recoverymen prior to take off.

MONROE, LOUISIANA'S 9425th Recovery Squadron recently marked two events—each with its own share of enthusiasm. An alert and recovery exercise was conducted when a private plane (simulating a B-47 in trouble) landed at Selman Field. The plane, piloted by Maj. James P. Norris of Monroe, had a "wounded" crew member aboard. He was removed from the plane and rushed by ambulance to a nearby hospital. The plane was then decontaminated, repaired, refueled and sent on its way. The Recoverymen's enthusiasm for the successful exercise was given an additional boost when MSgt. Calvin A. Lovell, of Bastrop, received what is claimed to be the first promotion by the Air Force to any member of a Recovery squadron.

WORCESTER, MASSACHUSETTS' 8301st Recovery Group—one of the first Recovery units—has added movie-making to its list of credits. Working in conjunction with CONAC's Information Office, the group assisted in the filming of a series of television commercials to publicize the Recovery Program. Television actress Peg Lynch (of Ethel and Albert fame) and Paul Lynde (of the Perry Como Show and the Broadway show "Bye Bye Birdie") are stars in these productions. Extra players were drawn from Recoverymen in the 9113th (Fitchburg) and 9114th (Worcester) Recovery Squadrons. The television film clips will be released at a later date on a nationwide basis.



- 1 9531st personnel dash to equipment during recovery of C-119 in Denver on October 14.
- 2 Recoverymen subdue "fire" to allow rescue team to remove "wounded" crewmen from the plane.
- 3 Private station wagons and ambulances prepare to remove "wounded" to the hospital.
- 4 The "radioactive" plane is swabbed down. This was first of two recovery exercises held in Denver.

Air Mail

Q. What are the reemployment rights of a Reservist called to active duty pursuant to PL 87-117, August 1, 1961?

A. Section 459(g)(2), Title 50 App USC, provides that any person who, subsequent to June 24, 1948, enters upon active duty, *whether or not voluntarily*, in the Armed Forces of the United States in response to an order or call to active duty shall, upon his relief from active duty under honorable conditions, be entitled to be restored by his employer to the position he left in order to enter on such active duty or to a position of like seniority, status and pay, whether his employer is the U.S. government, its territories, possessions, political subdivisions thereof, or a private employer, if he makes application for reemployment within 90 days after he is relieved from active duty. A Reservist is entitled to reemployment if he is relieved from active duty not later than four years after the date of entering upon active duty or as soon after the expiration of such four years as he is able to obtain orders relieving him from active duty.

Q. I have been awarded Standby Screening Code B. What does this mean?

A. Standby Screening Codes represent the reasons for transfer to or retention in Standby Reserve status. Code B means that you have completed the Ready Reserve portion of your military service obligation and will not be returned to Ready Reserve status involuntarily.

Q. Having enlisted in the Air Force Reserve in June of 1955, with non-prior service, is it possible for me to serve the last two years of my eight year obligation in Standby Reserve, or must I stay in the Ready Reserve for the full eight years?

A. You are currently serving in a draft deferred status since you have served less than 12 months of active duty. In order to retain this status, you must satisfactorily participate in a Ready Reserve position, providing a vacancy exists, until the termination of your obligation. If no Ready positions are available, you will be designated Standby Screening Code K (excess to mobilization), until a vacancy exists. Under certain other unusual conditions, an individual in your category may qualify for Standby status. You should contact your unit Commander for information and guidance.

Q. What is a Mobilization Assignment Reserve Section (MOARS) Part I assignment?

A. A Part I position is a Major Air Command War Augmentation Authorization for individuals. These positions are troop spaces which are required to augment Major Air Command active force units in wartime, or to replace planned active forces personnel withdrawals for requirements of U.S. Air Force overseas commands. Reservists assigned to these positions are recruited, trained and administered by the active establishment unit to which allocated. The purpose of establishing Air Force Reserve War Authorizations for individuals is to provide qualified persons available for active duty in time of war or national emergency and other times when required for national security. They are in addition to the military personnel required in Air National Guard and Air Force Reserve units organized to serve as units in the event of mobilization.

■ PLANS & POLICY from page 6

mobilization of certain Air Reserve Forces with a view to attaining greater flexibility and more rapid reaction.

The Committee proposal to amend AFR 34-14 to permit members of the Air Reserve Forces to participate in Air Force aero clubs has been deferred by the Secretary.

CONAC'S RESERVE POLICY COMMITTEE considered a total of 62 recommendations and suggestions concerning Air Force Reserve during its meeting in December at Robins AFB, Ga. Suggestions included a wide variety of matters relating to organization, training, administration and other policies dealing with the Reserve program. The Committee meets semi-annually and is composed of six Air Force Reservists not on extended active duty and six regular Air Force officers assigned to Hq CONAC. The recommendations are screened by CONAC and forwarded to the USAF Air Reserve Forces Policy Committee in the Pentagon.

SYSTEMATIC CAREER PROGRESSION of rated Reserve and Regular officers, which utilizes skills in both operational and other career fields, has been developed by Hq USAF. A "Typical Career Pattern for Rated Officers" within the Air Force was first recommended by a board of general officers and then approved by the Air Force Chief of Staff. The officer grade structure review revealed many inequities in grades associated with operational flying units equipped with identical type and number of aircraft. Many highly skilled Regular officers in combat and operations career fields were being forced into other career fields with slight possibility of their eventual return because the current officer grade structure of operational flying units did not provide for adequate career progression. Reservists not on active duty in operational and combat career fields were being forced into *Standby* status.

In recognizing these career progression problems USAF has already begun action to improve the situation. As an initial step, officer grade and manning standards for operational flying units have been developed which support the stated Air Force policy on utilization of rated officers; provide for career progression within the combat and operations career fields and eliminate grade inequities of like units. With the dissemination of these standards and implementing instruction to the field, USAF has requested the major commands to modify the manning documents for both Regular and Reserve Forces units to conform to the new grade structure as soon as possible.

With the expiration last June of the two-year increase of 3,000 major authorizations in the Air Force OGLA ceiling, all commands have been instructed to withdraw major grade from non-operational units. These withdrawals will be used to meet the requirements generated by implementing the new standards for operational units as well as to achieve the total Air Force reduction in major grades. In addition, USAF will allocate the increased number of lieutenant colonel grade needed for the new program from the 4,000 such grades added by Congress for two years effective July 1, 1961.

ROPA PROMOTIONS TO COLONEL for eight Air Force Reservists and five Air National Guardsmen were announced in mid-January as a result of the "Reserve colonel unit vacancy and ANG federal recognition" board that met December 19. New colonels of the Air Force Reserve included James H. Britton, Harry T. Butler, William R. Freyvoe, Robert J. Jackson, Duncan E. Longworth, John L. McGruder, Ralph H. Riegelman and Edward B. Whitman, Jr. Promoted to colonel in the Air National Guard were Joseph M. Dunn, Francis E. Holsclaw, Edward J. Murphy, Dale C. Tinstman and George B. Wallace.



The Owner-Pilot Specialist is an elite member of Civil Air Patrol's expanded Emergency Services—CAP expects 10,000 of them by 1965.

CIVIL
AIR
PATROL



Just a year ago Civil Air Patrol announced a new concept of expanded emergency service. During 1961 the concept became concrete and is now spreading in practice through many of CAP's 52 wings.

Called "CAP Emergency Services," the program provides an uncomplicated way for busy American men and women to serve their community and the nation in time of emergency. It is a vehicle highly applicable to active or inactive Reservists who can lend their specialized talents when called upon for search and rescue or in time of disaster.

A high standard of qualifications has been laid down. And January 1, 1963, has been set as the deadline for establishing membership in the task force each wing is seeking.

There are jobs for many types of people in CAP's Emergency Services. Although a concerted effort is being made to recruit aircraft owner-pilots, qualified persons are eligible for ground

crews, land rescue and first aid teams, interrogation parties and observers. Other jobs exist in the panorama of responsibilities that make up an all-out search mission.

Experienced radio operators are on the vital list. They are especially needed in case of disaster where normal communications lines are put out of commission and the only word can be passed by radio—mobile transmitters, land stations and aircraft transceivers.

The potential Owner-Pilot Specialist (OPS) is a breed all his own. He is usually the affluent business executive or sportsman who owns his own plane or has access to a company aircraft. He is the busy public-spirited individual who can spare little time for routine CAP meetings or participate in recreational outings of the organization. But, he can find time when a plane is down or a storm or flood menaces his neighbors. These are the people CAP needs for emergency on its active rolls. The

OPS member limits his services to CAP to flight operations.

Qualifications for the OPS members are basic: FAA private license, a current physical and a minimum of 250 hours of flying time. To maintain proficiency the OPS must participate in two actual or practice missions each year. He is reimbursed for fuel, oil, and communications expenses incurred during USAF-directed missions. While participating in these missions he is also eligible for Federal Employee Compensation benefits.

Unequaled Opportunity

Owner-Pilot Specialist is a unique area for private aviators. It presents an opportunity for service that is unequaled in peace time. Searches and emergency services of all types must be organized to avoid haphazard conditions and "too many cooks." This is where CAP experience steps in and monitors the mission with skilled flyers and ground crews. The part-time OPS fits neatly into a position held for him or his stand-in on the operating team—a position he has rehearsed and upon which he is guided by up-to-the-minute data in the hands of a skilled mission commander.

CAP recently announced a modest goal of 10,000 owner-pilot members by 1965. This is part of the new five-year plan for a total National CAP membership of 160,000. The owner-pilot goal is based on a round ten percent of the 100,000 aircraft owners estimated by the Federal Aviation Agency to be operating private planes by 1965. Since its beginning in 1941 as a part of the Office of Civilian Defense, Civil Air Patrol has always been a trained adult and youth civilian corps ready for emergency. Even now, many CAP wings are in direct written agreement with state Civil Defense agencies, the modern counterpart of the federal agency to which it was originally attached.

Emergency Services of CAP and its Owner-Pilot Specialists are the logical affiliation for an air-minded civilian who wants to help.

New Chief

Colonel Paul C. Ashworth succeeded Brig. Gen. Stephen D. McElroy as national commander of the 52-wing Civil Air Patrol in January. Gen. McElroy, named vice commander of the 13th Air Force at Clark AFB, Philippines, served as the CAP commander and chief administrator three years. Col. Ashworth is a West Point graduate of 1934 and has served continuously since that time. A command pilot with more than 4,000 hours flying time, he participated in the East Coast antisubmarine campaigns during the early stages of WWII and later was assigned to the Pentagon as chief of bombardment training. Col. Ashworth is not a stranger in CAP activities having served as Gen. McElroy's deputy commander since July of last year. Prior to his CAP assignment he served a three year tour at Edwards AFB, Calif., as deputy commander of the Air Force Flight Test Center.



Cross Country



MAN IN SPACE PROGRAM—Capt. Raymond Thompson, an M-Day assignee with the Air Force Systems Command, recently wrote and produced a filmed half-hour television show dealing with the contributions of veterinarians in the United States' man-in-space program. Telecast over a local Baltimore station in December, the program was produced for the Maryland State Veterinary Medical Association. Leading contributors to the show were AFSC, the AF film depot at Wright-Patterson AFB, and the National Aeronautics and Space Administration. The show has been made available for local television showings across the country.

DISTAFF ORIENTATION—Fifty-five wives of Des Moines Air National Guard technicians attended a December orientation lecture on protection from nuclear warfare. In keeping with the 132d Air Defense Wing's policy of providing maximum information to its members and their families, the orientation followed a previous lecture series held last October. Major Frederick C. Davison, wing veterinarian and assistant professor, College of Veterinary Medicine, Iowa State University, conducted both orientations and stressed the need for assuring the security and safety of the family. Major Davison also discussed the dangers of radiological fall-out and the basic requirements for family shelters in the Des Moines area.

INFORMATION SEMINAR—Some 120 Air Reserve information officers from 12 Midwest and Rocky Mountain states participated in a two-day information seminar sponsored by the Fifth Air Force Reserve Region held at Richards-Gebaur AFB, Mo. The program included talks by ranking Air Force officers from CONAC, CAP and Hq USAF. General discussions were also conducted by leading news media representatives from the Kansas City area. Heading a long line of speakers were Brig. Gen. Cecil P. Lessig, commander 5th AFRR, Brig. Gen. John W. Richardson, deputy commander, and Col. George A. Carter, chief of CONAC Information. The seminar marked the first meeting of this type to be held at CONAC Region level and included representation by Reserve recovery, troop carrier, base support, rescue, communications and medical organizations.

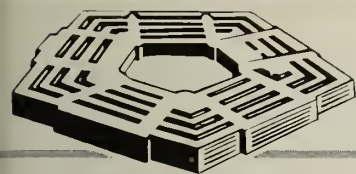
ANG BASE RENAMED—Congaree Air National Guard Base at Eastover, S. C., has been renamed in honor of the late Brig. Gen. Barnie B. McEntire. Home of the Palmetto State's Air Guard since its beginning in 1946, McEntire ANG Base received its new name at ceremonies attended by leading military and civilian leaders of South Carolina. Among dignitaries were Governor Ernest F. Hollings, Senator Strom Thurmond and Maj. Gen. Winston P. Wilson, chief of the Air National Guard and deputy chief of the National Guard Bureau. McEntire was former South Carolina Air Guard Chief of Staff, killed last May when his F-104 *Starfighter* crashed at Olmstead AFB, Pa., after he elected to stay with the crippled aircraft and guide it away from a heavily populated area near the base.

Four members of the "Houston Oilers," American Football League's 1961 champions, have enlisted in the 446th Troop Carrier Wing at Ellington AFB, Texas. Ellington served as the "Oiler" training site last fall. The new Re-

servists include defensive stars Don Floyd, Mark Johnston, Michael Dukes and offensive end Bill Groman. . . . Lt. Col. John A. Walker of the 2660th ARC at Grand Rapids, Mich., ranks high in persistence. He attended recent Reserve meetings even though he suffered a broken arm and leg. He managed to attend in a wheel chair after prevailing upon his wife to drive him the 65 miles from his home to the Center. In civilian life Col. Walker is a department head at Michigan State University. . . . CONAC's Comptroller, Col. D. F. Pocock, received a plaque marking the command's selection by the Air Force Accounting and Finance Center as the best command in group II for fiscal year 1961. This first annual "best command" award is in recognition of accuracy and timeliness in submitting financial data to the Center located in Denver. CONAC bested five other commands in group II.

Col. Charles D. Daily, commander of the 442d TCW at Richards-Gebaur AFB, Mo., from 1953 to August 1961 has received the *USAF Commendation Medal* following his November retirement. The wing currently is serving on active duty under Tactical Air Command following its recall in October. . . . Former U. S. Ambassador to the Republic of the Congo, Clare H. Timberlake, addressed members of the 9921st Air Reserve Squadron, Montgomery, Ala., describing the objectives of foreign policy as part of the squadrons staff development course. . . . Headed by their commander, Col. Donald J. Campbell, 20 members of the 302d Troop Carrier Wing (Reserve) at Clinton County AFB, Ohio, have surpassed the 10-year mark as active Reservists. The 302d pioneers joined the unit during the period October-December 1951. . . . Capt. Gordon K. Rendall, assistant training officer at the Los Angeles Air Reserve Center has retired after 20 years of military service. A former Navy man who saw action at Pearl Harbor on Dec. 7, 1941, Capt. Rendall served in the Battle of Midway and at Eniwetok, Guadalcanal, Kwajaleen and in the Aleutians. During his LA tour he greatly enhanced the Reserve program with his broad acquaintances among Reservists, civic leaders and news media.

Capt. E. McLain, Jr., made his debut as the information officer of the 9328th AFRRSq., at Huntsville, Ala., by heading a local television presentation that featured a panel of officers and airmen who discussed the unit's mission and the USAF Recovery program. . . . Thirty-seven company grade officers of Rhode Island's 143d Troop Carrier and Air Base Squadrons at Warwick have completed the two-year Squadron Officers' Course Number II offered by the Extension Course Institute. Five other Air National Guard officers of the Unit also completed the course as individuals. . . . Oklahoma Air National Guard's 137th Air Transport Wing at Oklahoma City recently celebrated Family Day as part of the first-hand orientation following the unit's switch from jet fighters to heavy transports. Commander Brig. Gen. Gillis Johnson told wives and parents of Guardsmen that they play an equally significant role in the overall efficiency of the program. Movies were shown of a typical mission to Japan and visitors were permitted to tour a C-97 and personally inspect its survival gear. Twelve prospective flight nurses of the Aeromedical Evacuation squadron were also hosted during the open house. . . . Four sharpshooters from ANG's mobilized 146th ATW, Van Nuys, Calif., attained USAF rifle and pistol recognition. Heading the quartet was MSgt Gordon F. Rodgers who received the Distinguished Rifleman's Badge and the Air Force's Excellence-in-Competition Bronze Rifle Badge for his efforts in the South Pacific States matches. Similar awards were earned by MSgts Fred W. Gerhard and Robert W. Bateman and TSgts Ernest K. Poorboy and Robert C. Wilson Jr.



Pentagraphs

PROMOTION BOARD: A board of officers convenes at the Air Reserve Records Center, March 5-6, 1962, to consider approximately 600 Reserve second lieutenants for promotion to first lieutenant. To be eligible for consideration, officers must be in an active status and hold a promotion service date on or before December 31, 1959. Eligible officers should submit communications under provisions of Section 8362, Title 10, USC, including statement of intent as to willingness to be assigned to a Reserve unit if one were available. Write to President, Reserve Officer Promotion Board, Air Reserve Records Center, 3800 York Street, Denver 5, Colorado. Communications must be received at ARRC prior to the date board convenes.

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COLD WAR MEDAL: President Kennedy has created a medal for Armed Forces personnel who take part in "cold war" operations. Called the Armed Forces Expeditionary Medal, it will be given to "personnel who have encountered armed opposition or the immediate threat of action in military operations after July 1, 1958." The executive order creating the medal does not specify operations--such as Lebanon, Berlin, the Congo--for which it will be given, nor does it indicate the design of the medal. There will be a considerable time lag before Department of Defense can implement the order.

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NEW FILMS: Air Force Film Library Center has released several new films for use by military and civilian groups. Requests for loan of films should be addressed to the Library Center at 8900 South Broadway, St. Louis 25, Mo., and contain complete titles, film serial numbers and showing dates. Due to the heavy demand for certain films, it is suggested that alternate showing dates be included. All films are 16mm with sound. New releases are: TFI-5375, Survival Stresses--Outlines major physiological and psychological stresses that may be encountered if stranded in the arctic or tropics, on desert or water. 30 min. Color. TFI-5344a, Radar Eyes the Weather, Part A--Fundamentals of Radar Meteorology--Covers the basic principles and discusses reflectivity and factors affecting it. Illustrates use of the PPI and RHI scopes. 25 min. B&W. TFI-5344b, Radar Eyes the Weather, Part B--Analysis of Severe Weather--Explains the necessary use of weather data from other sources than radar scope readings. Shows the life cycle of a thunderstorm. 21 min. B&W.

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ECI NOTES: The 1962 Extension Course Institute catalog cites new policies: one volume

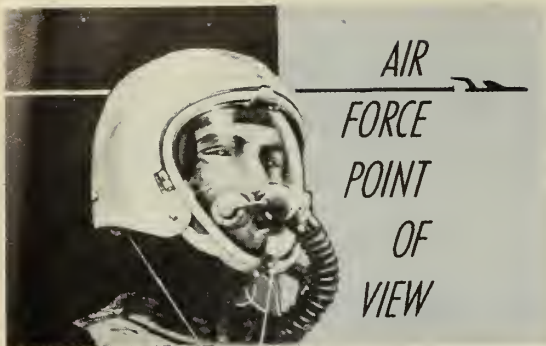
courses now must be completed in six months; students cancelled for failure to meet minimum participation requirements now must wait one year from date dropped before re-enrolling; officers who complete a higher course in professional or Air University curriculum may not enroll in a lower one; certificates of completion awarded to Reservists are dated 5 days prior to receipt of examination solution at ECI. (If the solution is sent by registered or certified mail the completion date is that of the postmark on the envelope.); it is now the student's responsibility to forward his certificate of completion either to his unit commander or the Air Reserve Records Center, Denver, Colo....Course 5, Leadership and Personnel Management for Airmen, is deleted. Course 6, Management for Air Force Supervisors will be activated soon in its place. Course 8101, Law Enforcement and Corrections, will be activated early this year.

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VA NOTES: September 14, 1963 is the deadline for Korean veterans holding "RS" type GI insurance policies to convert to the "W" type and receive a special dividend. "RS" policy holders can expect a letter from VA early in 1962 explaining the advantages of conversion....Personnel holding National Service Life Insurance (NSLI) policies from WWII and the Korean conflict may still exercise disability options. Eligible personnel may buy protection up to \$100 per month with minimum rider charge. Rider premiums vary but are inexpensive. VA officials admit that the disability rider has one drawback--it "ceases to exist after age 60 and no payment is made for disabilities incurred after that age." Application forms and further details can be obtained at any VA Regional office or from Veterans Administration, Wash. 25, D. C.

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CAREER OPPORTUNITY: Active duty assignments as career officers are open to non-flying Air Force Reserve officers, with college degrees, in the grades of lieutenant or captain. Also available are 250 openings for exceptional officers not possessing degrees. These active duty assignments are open in many career fields. Training will be given to those qualified as needed to fill specific openings. Reserve officers qualified to return to active duty will receive all benefits, including opportunity for promotion, unlimited education and free medical care for themselves and families. For details write Air Reserve Records Center, 3800 York Street, Denver 5, Colo., ATTN: RPMM-UN or contact local Air Force Reserve personnel officer.



MILITARY STRUCTURE . . .

Secretary of Defense Robert S. McNamara indicated recently the direction of his planning. He said:

"We must build a solid foundation for our military force structure so that our strength can readily be mobilized whenever and wherever we require it. We must continue to pursue the policy embodied in President Kennedy's instructions to me at the outset of his Administration. His orders to me were simple and clear:

"Develop the force structure necessary to our military requirements without regard to arbitrary budget ceilings. Then procure and operate that force at the lowest possible cost level.

"In order to carry out the President's second instruction, we are taking a number of specific actions:

- We are simplifying organizational structures within the Department and we are clarifying lines of responsibility.
- We are speeding up decision-making processes.
- We are simplifying and standardizing our procurement specifications.
- We are reducing heavy reliance on single-source procurement, particularly for follow-on contracts and procurement of spare parts.
- We are cutting down development time for new weapon systems.
- We are terminating our operations at surplus bases and installations while at the same time we are working with the local communities to ease the resultant economic impact."

MILITARY STRENGTH . . .

Lt. Gen. Dean C. Strother, Air Force Deputy Chief of Staff for Operations comments on best use of total military strength:

"A total, well-balanced military strength is the best argument against all kinds of wars. Further, this total strength cannot be compartmented as one compartments the athletic activities of a high school or college. That is, we can't have a cold war force, a limited conflict force, and a general war force as schools have a football team, a basket-

"We shall do a disservice to our Nation if we neglect any opportunity to bolster our attitude of deterrence in the area where future military operations may be required. Space may well become the vital arena for the preservation of peace. . . ." Maj. Gen. O. J. Ritland, Commander, Space Systems Division, Air Force Systems Command.

ball team, and a baseball team. Rather, we must be able to draw from the entire strength the specific forces needed to cope with a given situation. And we must be able to do this without compromise to our total strength.

"There is another related thought that should be mentioned here: If our military capabilities are to be effective anywhere along the scale of conflict from cold to general, they must be superior at every level. The decision to use them must remain with us, not with the enemy. And the choice of forces and weapons must be made by us solely on the basis of that required to attain our objective. Of course, it goes without saying that our ability to make such choices must be based on assured and available capabilities. . . .

"If our forces do become engaged in a local conflict, we will suffer losses—no doubt about that. But meanwhile I am convinced that we can, by using the appropriate weapons, bring the conflict to a successful conclusion without permitting it to mushroom into general war.

"General war arising from local war can be made highly improbable if we continue to maintain military forces which are clearly capable of defeating an enemy's force in general war."

MILITARY ESTABLISHMENT . . .

"The American people have adopted and strongly support a policy of maintaining a permanent military establishment—adequate for our worldwide responsibilities—as a means of preventing war. . . .

"Adequate military forces today are not simply the last recourse of national policy, the alternative to traditional diplomacy. The Nation's military strength is the foundation of diplomacy as well as the tool. Military forces are not the determinate of national policy and diplomatic strategy, but they are the enabling means which make possible constructive pursuit of constructive national goals.

"Because of the unprecedented danger which America faces today—and will

face for a long time—there has to be a very great degree of cohesion and a pooling or consolidation of resources and positions. . . .

"It is the American way to depend heavily on what we call 'industry.' Our total national effectiveness is deeply rooted in the utilization of the initiative, competence and resources of private industry. As World War II so vividly illustrated, the total national strength which we can mobilize in time of emergency rests primarily upon the productive capability of an industrial complex with motivations of its own. The essential ingredient of that motivation is profit.

"We happen to believe—and have demonstrated—that such a system of society is superior in the long run to the monolithic structure which sometimes seems so effective and efficient under conspiratorial control—terribly efficient in the hands of an adversary holding to a fixed and narrow objective of tyranny.

"The path for management of resources is, therefore, not so clear and easily defined for a free society which has broader and higher objectives. So we must be more clever, more imaginative, and more industrious. We must also take full advantage of the flexibility of our systems, and of the individual motivations of people who have freedom of choice." (Secretary of the Air Force Eugene M. Zuckert in addresses on October 25 and November 7, 1961.)

ACHIEVEMENTS . . .

Assignment of the military space effort to the Air Force was one of the actions listed by Deputy Secretary of Defense Roswell L. Gilpatric recently in a report on organizational and budget plans, achievements and problems. Among organizational achievements he listed the following:

"First, we are moving toward better organizational control of the defense establishment. Last year communications were brought under integrated management with the formulation of the Defense Communications Agency

and this year the Defense Intelligence Agency was established to bring together under one management intelligence activities previously conducted more or less independently by each of the three military departments.

"Other examples of organizational efforts to eliminate expensive but needless duplication are in the assignment of the military space effort to the Air Force and in the setting up of a new unified command, the U. S. Strike Command.

"The space assignment to Air Force should eliminate from this field the costly inter-service competition that occurred in connection with the airplane, and later with the guided missile. The establishment of the Strike Command will bring together under one head both Army ground forces and tactical air forces which support them in combat. Although the primary reason for establishing this command was to increase military effectiveness, there will also be some reduction in costs in the long run.

"The latest step in better organizational control, and a step of the greatest significance to our procurement people, was the establishment of the Defense Supply Agency. This agency will buy, store and distribute medical supplies, subsistence, clothing, petroleum, construction supplies, automotive supplies, industrial supplies, and general supplies."

SPACE MISSION . . .

General B. A. Schriever, commander, Air Force Systems Command, made the following comments on November 9, 1961:

- If the Soviets today are making an all-out space effort—and I believe they are—then they are doing so because they believe that if they can dominate space, they will be in a position to dominate the world. That, of course, is their ultimate aim.

- One of our responsibilities as a nation is to insure that space is not used by any nation or group of nations for aggressive purposes. We can do this only by having the necessary military strength in space. This will include both manned and unmanned systems.

- Of course, at this time it is too early to try and spell out specific tasks man will perform in space. But basically, the requirement for man in space is the same as the requirement for man in any other realm of military operations. No machine can replace him. He is unique in his ability to make judgments, to exercise control, and to cope with unforeseen situations.

- For this reason we need to go ahead now with a broad program to get man into space and support him there on a day-to-day routine basis.

- To do this, we will need to acquire specific techniques, such as the ability to put large payloads in orbit, to rendezvous, to navigate and maneuver, to inspect, and to communicate in space.

- We should be able to transfer people and material from one space vehicle to another.

- We will need to develop other re-entry techniques in addition to the ballistic re-entry techniques used in the two Mercury flights.

FBI TASK . . .

Keeping appropriate Government officials constantly informed regarding the activities and plans of the enemies of democracy within the United States, so that effective preventive measures and countermeasures can be devised, is the primary aim of the FBI in the domestic intelligence field, according to the 1961 Annual Report of the Federal Bureau of Investigation. The report also states:

"Precluding or circumventing espionage, sabotage or other subversive activities provides far greater protection to the American people than the prosecution of individuals who attempt such assaults on American freedoms. Because of this, accounts of convictions and other such statistics are totally inadequate as indications of the FBI's operations in the domestic intelligence matters. Also, due to the very nature of the investigations in this field and the information obtained from them, it is not possible to publicly record a detailed outline of accomplishments.

"The FBI has had the primary responsibility for the protection of the internal security of the United States since September 6, 1939. Since that time, this Bureau has been charged with investigating espionage, sabotage, subversion and related matters within the United States as well as correlating all internal security information and disseminating it to interested Federal agencies."

AMERICA . . .

Just as the Communists believe that they are not secure until the whole world is made safe for Communism; so we, too, must be alive with a fighting faith that we are not secure until the whole world is made safe for reason and truth, for human dignity and for freedom.

"We are ready to fight to the death for all that America stands for. But we dare not forget that our most vital task is seeing to it that what America stands for she increasingly becomes. She can become that only through the individual lives of her leaders."

The above quotation is from AFM 50-21, Living for Leadership.

MAN IN SPACE?

"Why do we need a military man in space?" Basically we need him there for the same reason we need military men on land, on the seas, or in the air. We need him to deter possible aggression.

"The Soviet threat in space is becoming increasingly obvious. Twice the Soviets have placed their Air Force officers in orbit around the Earth. One of them, Major Titov, passed over the United States ten times and during one of these passes was within 125 miles of our Capitol.

"These two orbital flights were not just isolated events. They are the latest accomplishments of a carefully-planned, single-minded Soviet effort to achieve a manned military capability in space. For the Soviets realize that if they can determine a way to dominate space, they may be in a position to dominate the world. World domination, of course, has consistently been the basic aim of their policies.

"Clearly it is our responsibility as a nation to insure that space is not used for aggression but is used to benefit all mankind. We can insure this only through development of the ability to conduct military operations in space with maximum effectiveness. I firmly believe that military operations in space will depend on manned military systems. The time to conduct research and development efforts for such operations is now...

"For the future, then, one of our pressing needs is to develop the techniques that will permit man to survive and operate in a hostile environment...

"One of our national goals is the achievement of a manned lunar landing by the end of this decade.

"The Air Force must support the National Aeronautics and Space Administration in carrying out this Manned Lunar Landing Program, just as we now support the NASA Mercury program and have supported other NASA programs in the past. At the same time we must also develop the operational capabilities that will be needed to prevent the use of space as an avenue of aggression. In these efforts towards manned space flight the work of aerospace medicine is vital." (Major General C. H. Mitchell, Vice Commander, Air Force Systems Command)



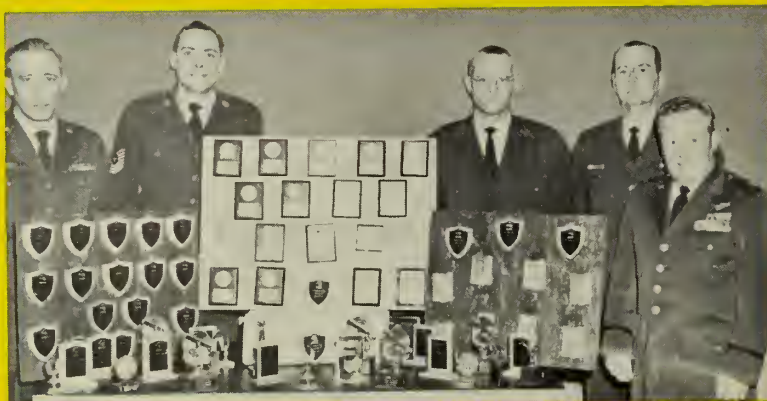
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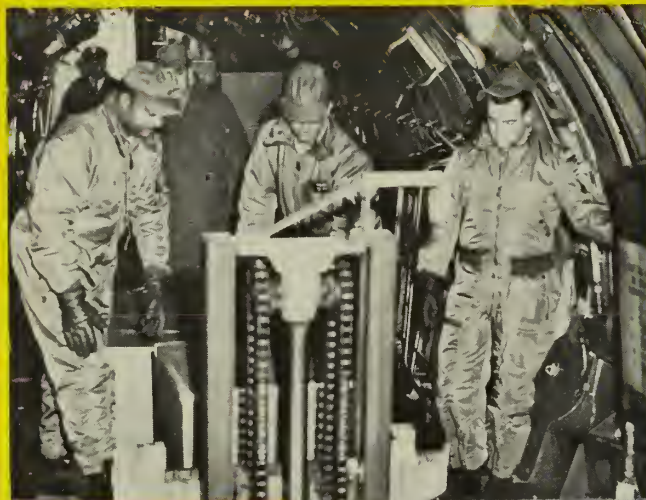
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USAF Recurring Publication 30-1
NO. 30-H-2-62-418,282

Reserve Camera



This display of awards adds up to a big year in pistol competition for the 8314th AFRRGp, Portland, Me. Marksmen (l-r) are Mendell, Grant, Cole, Owens and Edge.

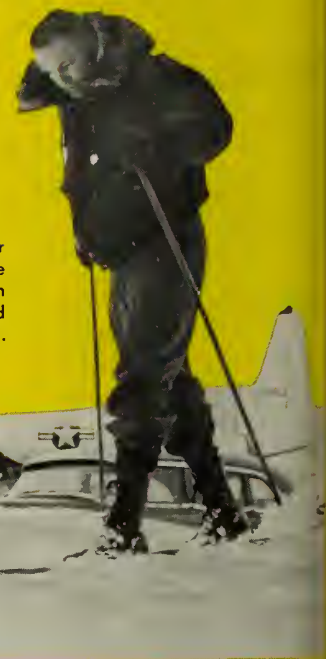


At Schenectady, N.Y., Air Guardsmen (l-r) Sgts Creer, Zmyewski and Thornton load a 109th ATGp C-97 with Christmas gifts for area Guardsmen in Europe. Packages were flown as part of MATS cargo.

B/G Edward Fry, Kansas ANG explains F-100 instrument panel to Kansas State U. coeds during AFROTC visit to 127th TFSq at McConnell AFB.



During New Year's Eve Mass at Phalsbourg AB, France, A2C Sapia and TSgt Page, 102d TFW, received Holy Communion from Cardinal Spellman. The Prelate also visited airmen in Germany.



Capt. J. F. Mostert, navigator with 8501st NTSq, O'Hare Fld, skied to training session after snow storm forced him to abandon car.



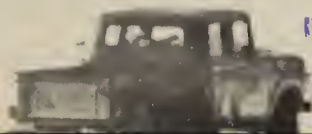
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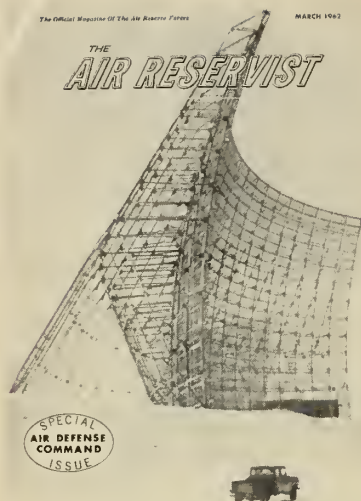
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MARCH 1962

THE AIR RESERVIST

SPECIAL
AIR DEFENSE
COMMAND
ISSUE

THE AIR RESERVIST OF THE
APR 5 1962





the cover

A pickup truck is dwarfed by one of the three massive 165 foot high, 400 foot wide missile detection radar antenna reflectors installed at the USAF BMEWS station at Clear, Alaska. The 900-ton radar installation is part of NORAD's wide-spread early warning net.

THE AIR RESERVIST

OFFICIAL MAGAZINE OF
THE AIR RESERVE FORCES

VOL. XV—No. 3

MARCH 1962

AIR FORCE RESERVE AIR NATIONAL GUARD
CIVIL AIR PATROL

General Curtis E. LeMay
Chief of Staff, United States Air Force

Maj. Gen. Chester E. McCarty
Ass't Chief of Staff Reserve Forces, USAF

EDITOR
Fred E. Giachino

ASSOCIATE EDITOR STAFF WRITER
Earl E. Lane MSgt. Paul E. Collins

SPECIAL EDITION ASS'T EDITOR
Capt. James A. Hamilton, ADC

The Air Reservist is an official publication of HQ USAF approved by the Secretary of the Air Force in accordance with Section 278, Title 10, U. S. Code. This section requires the dissemination of complete and up-to-date information of interest to the Air Reserve Forces.

Editorial Office: The Air Reservist
P.O. Box 423, Bolling AFB, Washington 25, D. C.

The material contained in The Air Reservist is listed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by Hq. USAF.

...PEOPLE

A cross section of Reservists who support the ADC program.



Col. J. Clarence Davies, Jr., chairman, ADC Air Reserve Forces Policy Committee . . . mobilization assistant to 26th Air Division commander . . . real estate executive . . . president, Manhattan chapter, ROA . . . member of AFA.



Col. Paul Fojtik, assistant director, deputy chief of staff for Operations, ADC . . . is special assistant for Air National Guard affairs . . . been ANG representative to HQ USAF . . . instrumental in organization of post-WWII Wisconsin ANG.



Col. Arnold B. Bredewater, assistant for Reserve Affairs to deputy chief of staff for Personnel . . . advises commander on Reserves . . . supervises administration of the ADC Reserve Individual Augmentation Program.



MSgt. Henry W. Hoogeveen, as civilian is an education technician in Florida ANG . . . as Guardsman has identical duties with the 12th Fighter Group, Jacksonville . . . is member of ADC Reserve Forces Policy Committee.



MSgt. Ralph White, assigned to the 908th AC&W Sq, Dobbins AFB, Ga., is member of ADC Reserve Forces Policy Committee . . . has been recruiting supervisor and liaison NCO to Reserve squadrons . . . as civilian manages chick hatchery and department store in Gainesville, Florida.

DEPARTMENT OF THE AIR FORCE
OFFICE OF THE CHIEF OF STAFF
UNITED STATES AIR FORCE
WASHINGTON, D.C.



REPLY TO
ATTN OF: AFCCS

SUBJECT: Your Role in Aerospace Defense

TO: Members of the Air Reserve Forces

The interdependence of offensive and defensive forces has been recognized as a fact of aerial warfare for many years.

From its first days as a separate Service, the Air Force has been primarily responsible for providing the Nation with its strategic aerial strike forces as well as its aerial defense forces. It long has had the primary function of developing air defense doctrine for our Defense Department. Our task of providing broad area defense made the Air Force's Air Defense Command the forerunner of today's unified North American Air Defense Command (NORAD). Air Defense Command continues to provide NORAD with the largest percentage of its forces and equipment for the joint United States and Canadian aerospace defense effort.

Today, the altitudes and distances involved in what we used to call "air" defense have expanded beyond the atmosphere near Earth. Now we must be concerned with detection, identification, interception, and destruction of hostile aerospace forces anywhere they might threaten our country -- even if from beyond the atmosphere, in space. This means that in the future we will need improved weapon systems, such as new piloted interceptors and new radars, as well as an effective active defense system against ballistic missiles and space systems. As difficult as the problem is, we believe that space defense systems can be developed. We desire to reinforce our efforts in this vital field.

Air Force Reservists can take pride in the contribution they are making as individuals through their mobilization assignments within Air Defense Command. Most Air National Guard units assigned air defense missions are in a 24-hour runway alert status. In this way, our Air Force Reserve and Air National Guard forces in Air Defense Command, as elsewhere, are becoming full partners with the active forces in providing our total capability in aerospace defense. As such, they might more aptly be called ready forces than reserve forces.

We are striving constantly to develop new or improved ways for Air Force Reservists to help in the aerospace defense of our country.

Curtis E. LeMay
CURTIS E. LeMAY
General, USAF
Chief of Staff



...PLANS & POLICY

CAREER OPPORTUNITIES have been outlined by USAF for about 1,100 Reserve airmen who volunteered for one year of active duty during the build-up. Reservists currently serving the one year tour as individual recallers now are eligible for Regular enlistment. Originally, they were given active duty opportunity only when airman vacancies were reported among the units recalled. In December, USAF opened the door to enlistment for airmen recalled with units under the emergency law, but without provisions for individuals who came on active duty. The revised Air Force ruling places all recalled Reservists on an equal basis for enlistment but does not increase the number of personnel USAF will accept in its permanent force. Reservists applying for enlistment as Regulars after three months of active duty will find vacancies limited and highly competitive. Air Force has emphasized that they should take prompt action if they intend to enlist. Enlistment provisions for Reservists on active duty will be in effect until March 31, 1962.

Highest radar site in the U. S. is manned by Utah Air Guardsmen (130th AC&W Sq) on 24-hour duty at 9,000-foot Francis Peak, overlooking Salt Lake City.



FIFTY SPECIAL EXERCISES are scheduled for Air Force Reserve Recovery units within the next several months. CONAC, which is responsible for the supervision, administration and training of the Recovery units, says that aircraft from both SAC and MAT will participate in many of the training events. Exercises will vary in details but practice recovery of aircraft during simulated missions will be the prime objective.

PARACHUTE POSITIONS in aerial port and air rescue squadrons have been deemphasized by CONAC. An intensified recruiting program is being directed at former Army paratroopers and individuals who have earned jump status with the U. S. Forest Service. Qualified parachutists will also be given additional training necessary to insure proficiency in the technical aspects of the position in line with Air Force policy.

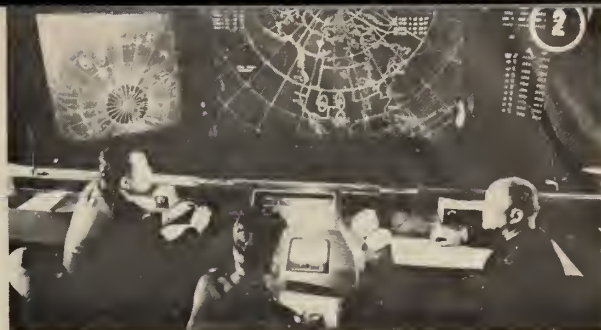
SOME RECALLED AIRCRAFT from Air National Guard and Air Force Reserve may be retained by the Air Force when the units go off active duty. This was revealed by Secretary of Defense Robert S. McNamara in his 11 part Fiscal Year 1963 budget proposals.

Primarily concerned are F-84F and C-124 aircraft. Before the Berlin buildup the Air National Guard had 13 squadrons of F-84Fs, all of which are now on active duty. Five Air Force Reserve troop carrier squadrons equipped with C-124s are currently on active duty. Because of the need to augment the close air support capabilities of the active force, a number of these planes will be retained in the active forces. The Air Guard units will be reconstituted upon their release from active duty by redistributing the F-84F-100 and F-104 aircraft currently in the inventory. Initially, these units will operate with reduced equipment. A number of RF-84F squadrons currently on active duty will be returned to Reserve status.

However, the personnel who return to Guard status will have sufficient aircraft to maintain their combat readiness. As F-100s, F-104s and the early models of F-105s are phased out of the active Air Force, the Guard squadrons will receive additional aircraft. The F-84s that are to be retained also will be returned to the Air Guard in the future in phase with the delivery of the F4Hs the Air Force is now procuring. The exact number of aircraft Air Force will retain is not yet known.

see PLANS & POLICY page

BMEWS POLAR WATCH



The first USAF Aerospace Defense Division came into being in mid-July 1961. Unique in that it has a full-time responsibility in space, the Air Defense Command's 9th Aerospace Defense Division has been given the responsibility for operating the space surveillance system assigned to ADC—a system which would alert the nation of a missile or satellite launched attack. This complex system relies on several sub-systems, each complete in itself, for our space surveillance warning capability to be effective.

The 9th Aerospace Defense Division surveillance facilities provide the North American Air Defense Command (NORAD) with the maximum warning time possible with existing systems to allow our retaliatory and defense forces time to react against attack.

Space technology has compressed time and distance to such small quantities that today seconds are critical. Insuring that critical seconds are not wasted in detecting a missile and space vehicle attack is the primary responsibility of the 9th Aerospace Defense Division. To carry out this vital responsibility, the 9th ADD has two operational systems in being.

In operation are the Space Detection and Tracking System (SPADATS) Center and Sensors, and the Ballistic Missile Early Warning System (BMEWS). Operating SPADATS for the 9th ADD is the 1st Aerospace Surveillance and Control Squadron while BMEWS operation is supervised by the 71st Surveillance Wing (BMEWS). As new surveillance systems are turned over to the 9th ADD, such as MIDAS (Missile Defense Alarm System), Bomb Alarm System, and NUDETS (Nuclear Detonation Reporting), appropriate units will be added to the Division.

This newest Air Defense Command division differs from the other eight air divisions of the command. Its responsibilities are global rather than geographical. While some of the locations are classified, the impact of the 9th's area of responsibility can be obtained from the following site locations: Alaska; Texas; Greenland; New Jersey; Colorado; England; Nebraska; and Washington, D. C. Operating this world-wide organization of SPADATS and BMEWS are over two thousand military and civilian personnel under the 9th ADD.

Another unique difference between the 9th ADD and the other ADC divisions is that this aerospace division has no defense weapons for the destruction of hostile vehicles aimed at this continent. The 9th Aerospace Defense Division is a sort of eyes and ears organization of the space age. It might be called far-sighted in optometry terms since its powerful electronic facilities do not notice any appreciable activity in the air-breathing, or manned aircraft realm, but they are falcon-eyed beyond the earth's atmosphere.

When anti-missile missiles are perfected their effectiveness will depend largely on the 9th Aerospace Defense Division's ability to detect and track the aggressor's weapons, as soon as possible after launching, if successful interception of the 18,000 mph vehicles is to be accomplished. The 9th ADD's responsibility to carry out this function is broken down into three objectives: to develop a professional competence to insure that all sub-systems of the ADC aerospace defense system operate at optimum level of design efficiency; to provide a capability to detect, track, identify and catalog artificial earth satellites, determining and predicting future positions of such space objects; and to provide the earliest possible warning of a mass ICBM attack on the North American Continent.

1. Giant backstays support radar at Thule.
2. NORAD's combat center sees top of world.
3. BMEWS radome at Thule tracks 2,000 miles out.

RIFLE AND PISTOL MATCHES for *Ready* members of the Air Reserve Forces will be held for the first time in 1962. Heretofore, the Command championships were decided by Postal Matches held in 1959-60-61. This year, Postal Matches will be used only to determine the top shooters selected for the trip to Lackland AFB, Texas, during April and May. About 100 Ready Reservists in the three categories—high power rifle, pistol and small bore—were expected to beat the Feb. 20 deadline at CONAC Hq. Once the entries have been tabulated by CONAC's small arms project personnel the top shooters will be notified. Twenty-five will compete in the pistol division April 30-May 4; 25 more will congregate at Lackland for the high power rifle title including a two-day firing school May 6-10; and 15 others will fire in the small bore .22 caliber class May 12-14. Reserve Forces teams have entered the Nationals at Camp Perry, Ohio, for the past three years.

RESERVE PHYSICIANS, regardless of AFSC or specialty, may be assigned to any Medical Corps officer position in a Category "A" unit within the authorized grade level and providing there are no officers available who possess the proper AFSC to fill the vacancy. This also applies to both Air Force Reserve Recovery Groups and Squadrons. The ruling is an interpretation by the CONAC Surgeon of para 5k, AFR 45-3.

PERMANENT PROMOTION selection boards for Reserve and Regular Warrant officers will convene at Hq USAF in April. Recommendations will be made for permanent promotion to CWO 2, 3, and 4. Reservists to be considered include warrant officers serving on extended active duty as warrant officers who have AFRes and ANGUS warrant officer appointments; and Reserve and Air Guard Warrant Officers not on extended active duty as warrant officers. Zones of eligibility include: *For CWO 2*, permanent WO 1's not previously selected for promotion with permanent date of rank or promotion service date on or before June 30, 1960 (Fully qualified method of selection will be used.); *For permanent CWO 3 and 4*, permanent CWO 2's and 3's not previously selected for promotion with permanent date or rank or promotion service date on or before June 30, 1957 (Best qualified selection will be used.). A warrant officer eligible for consideration may submit voluntarily a written communication inviting attention to any matter of record in the Department of the Air Force concerning himself which he considers important. The communication may not contain any reflection upon, or criticism of the character, conduct or motives of any officer or warrant officer. Communications should be forwarded to Hq USAF, ATTN: AFPMP-4A-4, Washington 25, D. C., to arrive before March 19, 1962.

RESERVE SPACE AUTHORIZATIONS under the FY 1962 implementation of ADC units authorize approximately 10,000 Reserve mobilization Part I spaces in approximately 360 ADC units. There are many opportunities for non-affiliated Reservists to obtain a Reserve assignment with one of these Air Defense Command units. Such an assignment provides a close working relationship with an established Air Force unit, pay for inactive duty training periods and qualification for promotion in Reserve grade. Positions are available in both officer and airman specialties throughout the continental United States. It is anticipated that approximately 75% of these positions will be filled prior to June 30, 1962. Those desiring a participating Reserve assignment should submit their request to Headquarters ADC, Ent AFB, Colorado, ATTN: ADPDC-A.

COMPENSATION AND OTHER BENEFITS for Reservists and Air Guardsmen as explained in Air Force Pamphlet 34-4-2, dated Feb. 5, 1960, have been under scrutiny by USAF. The need for improved management-employee relationship has been realized as a result of the Berlin buildup and regular Reserve training sessions. Public Law 87-391 enacted last August no longer makes it mandatory for a Reservist to inform his employer when being inducted into Federal service; however, the Law does not cover Reservists who perform inactive duty Reserve training. In this case, employers must be notified, and even though the Law covers Reservists going on active duty, USAF has strongly urged personnel to extend all possible courtesies to their employer with regard to Reserve training requirements.

Reservists released from active duty have reemployment rights which are fully explained in AF Pamphlet 34-1-4. Supervision of reemployment rights in private employment comes under the Labor Department's Bureau of Veterans Reemployment Rights, the Civil Service Commission provides for government employees, the Veterans Administration also has a listing of benefits available to demobilized Reservists.

In addition to reemployment rights, recalled members of the Air Reserve Forces are eligible for unemployment compensation, Civil Service preference under some conditions, Social Security Benefits, disability compensation, dependency and indemnity compensation, medical care, insurance under certain conditions, and war orphans' education privileges for their surviving children.

... MISCELLANY

AIR RESERVE FORCES TACTICAL UNITS, under TAC for supervision and inspection, have been geographically realigned. The plan, affecting CONAC and ANG units, went into operation January 1 and calls for decreased geographical area responsibility and faster, more economical communications. CONAC and Air Guard units connected with TAC under the previous setup are now assigned to the Ninth Air Force at Shaw AFB, S. C., and the Twelfth Air Force at Waco, Texas. The Ninth is charged with units in the eastern third of the country, while the Twelfth accounts for the remaining two-thirds.

AIR NATIONAL GUARDSMEN on active duty were called upon to provide close air support for 3,000 ground troops of the 101st Airborne Division during the recent joint Air Force-Army Exercise *Red Hills* at Ft. Campbell, Ky. Eighteen F-84F jet fighter bombers from the 169th TFSq Greater Peoria Airport and the 170th TFSq from Capito Airport, Springfield, Ill., were utilized. Under the 131st TFW at Robertson ANGB, St. Louis, the two squadrons are presently committed to the U. S. Strike Command for joint training and contingency operations anywhere in the world. Another participating Air Guard unit recalled last October was the 153d Tactical Recon Sq based at Key Field, Meridian, Miss., which provided "eyes in the sky" for ground troop commanders with 12 RF-84F *Thunderflashes*. Personnel from TAC, MATS and various elements of the 101st were used in *Red Hills*, designed to develop joint operational tactics and insure that Strike Command's Army and Air Force units can deal decisively with all types of contingencies from a show of force to a general war.

see MISCELLANY page 10

ADC'S RESPONSIBILITY TO ITS AIR RESERVE FORCES



by Lt. Gen. Robert M. Lee, Commander,
Air Defense Command

In the Air Defense Command, as in other elements of the Air Force, the status and the responsibility of our Air Reserve Forces have changed considerably in the recent past. Never before have the demands on the Reservist—units and individuals—been so great. Never before has their state of readiness been so high. Nor have we called upon our Reserve Forces for the provable proficiency we demand now.

The chief reason for this change in approach is the unsettled condition of today's world, brought about by the relentless pressures of the cold war. As a nation, we must be ready to counter an enemy's thrust anywhere on earth. If the cold war should become hot, we must be ready to fight and win.

... ready

The significant word here is "ready." We have summarily discarded the idea that our Reserve Forces are some sort of reservoir of manpower, held in abeyance to fill the needs which might arise in an emergency. Today in the Air Defense Command, as elsewhere, our Air National Guard and Air Force Reserve forces are an integral part of our total capability. They are organized, trained and inspected exactly like our active duty units. As Secretary Zuckert puts it, "they are working airmen, not waiting airmen."

This total readiness of our total combat capability is being accomplished in the Air Defense Command in a number of ways. For one thing, our individual Air Force Reservists are now being organized into base support groups under unit manning documents so that we know at all times who we have, where they are, and what they can do. For another, almost all of our ANG units are now on 24-hour alert status, capable of instant action.

Our programmed Air National Guard force will be made up of 23 fighter interceptor squadrons and three radar units assigned to ADC. Individual Air Force Reservists, of which the command is authorized slightly fewer than 10,000, have

undergone great improvements in organization and supervision.

Up until a short time ago, all 10,000 spaces were allotted to ADC in a bulk package, known as the Wartime Individual Augmentation Program. This program had its shortcomings in that it placed many Reservists in a position of having to prove themselves operationally ready on an individual basis. This sometimes became difficult when a man was exposed to various instructions under different training procedures.

Now in its final stages of formation is our Base Support Group System, in which mobilization slots are grouped into a unit manning document exactly like the UMD's of active forces. The UMD is given to the active duty unit to which the Reservists would be assigned in the event of a recall.

The new system should do much to stabilize our Air Reserve Forces authorization and should enable us to plan our Reserve requirements over a much longer period of time. Until this time, our authorizations were on a year-to-year basis, with periods of famine alternating with periods of plenty.

... closer to purpose

This change in outlook, organization and operation has enabled us in the Air Defense Command to come considerably closer to realizing the purpose of our Reserve Forces which is to fulfill the needs of the active establishments.

In the event this nation is ever attacked, much of our chance of survival and ultimate victory will rest squarely on our defensive capability. In that hour we must be able to call upon our Reserve Forces for a readiness and a combat capability which we have never expected in the past. This is another way of saying that our Reserve Forces will participate directly in our survival here at home.

It is an accepted axiom in the Air Force today that deterrence results from a combination of our offensive and defensive capabilities. For the defensive part of the picture, with which I am concerned, there can be little doubt that deterrence is directly enhanced by a ready, willing and able Reserve Force. Thus, the Reservist associated with our defensive force can take satisfaction in the thought that he is making a major contribution to both deterrence and survival.

We hear much these days about the wearing of two hats. As a major Air Force commander and as a component commander of the North American Air Defense Command, I am well acquainted with the two-hat operation. I would suggest that our Air Force Reservists and our Air National Guardsmen also wear two hats. In their first hat they are an integral part of our first line combat capability—in their second hat as members of their own communities they are fulfilling another vital function by informing the American public about aerospace power. They can use their experience and knowledge to interpret aerospace power accurately through individual contacts with the public.

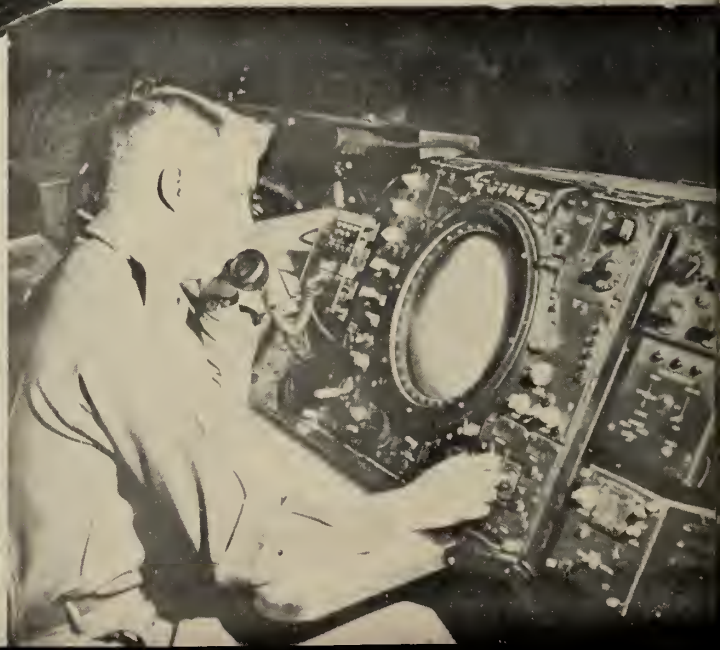
General LeMay said recently that, "If the Air Force and the other services are to have what they need and attain their optimum effectiveness as instruments supporting the government's policies, they must be backed up by the understanding, will and determination of the American people."

The Air Reservist can play a vital part in promoting such understanding. Since there is nothing to equal person-to-person communication, I see it as a responsibility of every member of the Air National Guard and the Air Force Reserve to make the progress of aerospace power crystal clear to men and women throughout the country. Since aerospace power is an important part of the total national defense strength, it is mandatory that all citizens receive a steady flow of information about the Air Force as the developer, provider and operator of their aerospace power. It is in this area that the Air Reservist can wear his second hat to best advantage.

*Air Guard
is on front line
of defense*



①



AIR ARM



Men who travel all paths of American society, with jobs ranging from plumber to salesman to corporation president, are combining their defensive skills with those of full-time airmen in protecting the nation against possible attack. These citizen-soldiers form the Air National Guard, whose fighter interceptor squadrons and their radar units are working with the Air Defense Command in a vital mission. The Air Guard members, numbering in the thousands, voluntarily take time out from their civilian positions to make the nation's air defense even more effective.

Flying some of the latest jet aircraft and manning up-to-date radar equipment, the Guardsmen work in shifts at their installations to perform 24-hour a day defensive operations. To provide this invaluable service, each man is on duty from one to eight days a month, depending on his job.

Since July 1, 1960, when ADC took charge of all training and inspection of its ANG units, the Air Defense Guardsmen have received more responsibilities and more stature than ever before. Constant efforts have been made to modernize and strengthen the units holding key defense positions along America's seaboards and the Canadian and Mexican borders.

ADC held supervision of its ANG units at one other time since the Air Guard became a unified organization in 1946. Immediately after World War II, as thousands of men returned to a part-time-soldier status, ADC handled the reins until the Continental Air Command took over in 1948. The latter's supervision continued through the Korean War and the 1950s until ADC again took the job two years ago.

In 1954, key ANG flying units across the country assumed runway alert commitments in support of ADC. Under the direction of air division commanders in their particular areas, the Guardsmen immediately drew praise for their roles.

The 26 ANG fighter squadrons in the United States and Puerto Rico are now flying F-104 *Starfighters* (on EAD for USAFE); F-102 *Delta Daggers*, F-100 *Super-Sabres*, F-89 *Scorpions* and F-86 *Sabre Jets*. Their weapons include *Side-winder* and *Falcon* rockets and *Genie* missiles.

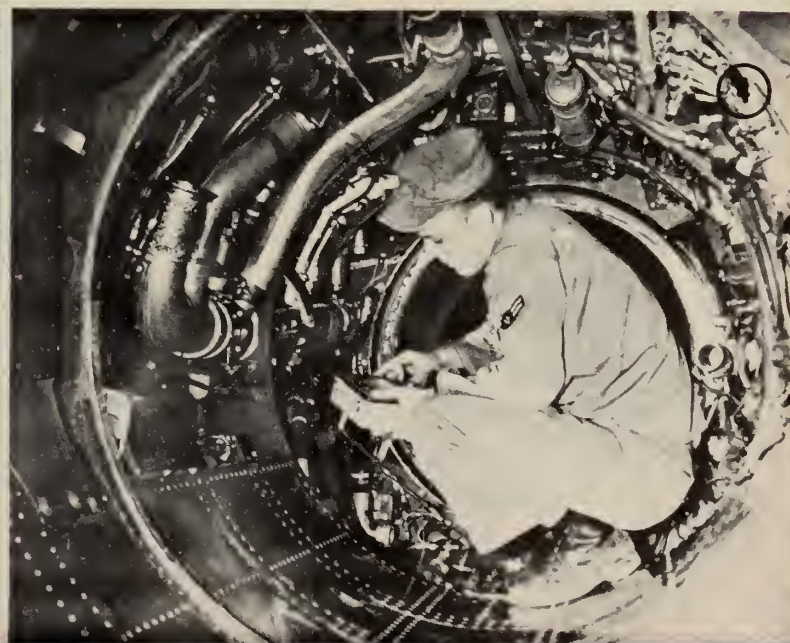
Three Air Guard aircraft control and warning squadrons are also on full-time duty for ADC. They are located at Denver, Colo.; Salt Lake City, Utah; and in Puerto Rico. The last unit is responsible to the 32d Air Division commander, under the operational control of the Navy.

The number of Air Guard volunteers in each AC&W squadron is similar to the number of men assigned to other ADC radar units. For example, 248 men are at the Colorado installation, with nine men on each of three eight-hour shifts that provide around-the-clock radar surveillance.

While not part of ADC, the Air Guard also fulfills a key role in the defense of Hawaii, operating an F-102 interceptor squadron and an AC&W site 24 hours a day. With the Army Guard's six *Nike-Hercules* batteries, also on full-time duty, the Hawaii National Guard bears primary responsibility for air defense of the Islands.

Today's Air National Guard, like that of past years, is a well-equipped, strong addition to the Air Defense Command and is combat ready along with all other defense forces. As it takes on new responsibilities, such as air transportation and air refueling, the Air Guard is garnering increased respect and admiration from its parent command, the Air Force and the nation.

1. An Air Guard maintenance man packs a drag chute in an F-86L jet interceptor.
2. Radar scope is manned by a volunteer Air Guardsman at a radar site.
3. Technician pulls overtime duty with his Air Guard squadron.
4. Close quarters for an Air Guardsman as he inspects jet fighter.



AIR MAIL



Q. Are Reserve airmen not assigned to Reserve units or mobilization positions eligible to apply for the USAF Officer Candidate School (OCS) under the Air Force Reserve quota?

A. Only Reserve airmen assigned to Reserve units or mobilization positions are eligible to be considered for this school. We suggest you contact the nearest Air Reserve unit for information concerning a Reserve assignment and further information concerning this school.

Q. Do I have any privileges as a member of the Retired Reserve other than the retention of my commission?

A. Members of the Retired Reserve are entitled to the following privileges: membership in an open mess if authorized by the rules of the mess; riding in USAF aircraft within the continental limits of the US on a space available basis; wearing the uniform on appropriate occasions; and entitlement to an Armed Forces Identification Card.

Q. I am a Reservist with less than twelve months' active duty. I am training for the Ministry in a theological seminary. Can I be assigned to a *Standby* status?

A. You may be assigned Standby status upon receipt of a letter from a recognized theological seminary verifying enrollment as a theological student. Application for Standby status must be forwarded to your unit of assignment.

Q. I was under the impression that I had a six year obligation to serve. I enlisted in the US Air Force on March 18, 1955. Should I have been discharged from the Air Force Reserve on March 17, 1961?

A. Any person under 26 years of age who enlisted between June 20, 1951 and August 9, 1955 acquired an 8 year service obligation. Your obligation will terminate on March 17, 1963.

Q. I am a member of the Civil Air Patrol and going into my fifth year. I hold the rank of 2d Lt. What would be my rank if I join the Reserves?

A. A member or former member of the CAP who possesses a certificate of proficiency or a letter from CAP headquarters indicating that he has successfully completed the CAP training program may be enlisted, if otherwise qualified, as an airman 3d class (E-2). There are no provisions whereby a member or former member of the CAP may receive a commission in the Air Force Reserve based on his CAP membership.

Q. I am presently enrolled in the university of my home state and have made application for the advanced Reserve Officers Training Corps. I am assigned to a *Ready* Reserve unit but understand I can be released from this assignment if I am accepted in the ROTC. Is this true?

A. You may be conditionally enrolled in the advanced Reserve Officers Training Corps pending release from your Ready assignment. The Professor of Air Science of your school must submit a request for termination of assignment to the commander of your Reserve unit.

Q. I received a discharge from the Colorado Air National Guard and I have no service obligation. Why was I transferred to the Air Force Reserve?

A. When you enlisted in the Air National Guard you were as a member of the Air National Guard and as a member of the Air Force Reserve. Even though you had no service obligation, you were transferred to the Air Force Reserve to complete your ANG enlistment.

Q. Will Air Force Reserve officers be automatically discharged at the expiration of their service obligation?

A. No. All appointments and promotions accepted after July 9, 1952, constituted an indefinite appointment and can only be terminated by resignation or discharge for cause.

■ MISCELLANY from page 6

PROMOTIONS have been given to 505 Reserve airmen ordered to active duty last October. Tactical Air Command received nearly half the USAF-allotted quota when it made 57 new staffs, 90 A1Cs and 86 A2Cs. USAFE promoted 49 to staff, 44 to A1C and 82 to A2C; MATS added 2 staffs, 41 A1Cs and 32 A2Cs. Promotions were made in accordance with AFR 39-29, except that time-in-grade was credited from date of promotion to current Reserve of the Air Force grade. The promotions were not a part of the regular active duty program and were not made at the expense of Regular AF airmen. USAF listed the effective date for promotion as Feb. 15, 1962 and a date of rank of Feb. 1.

EXERCISE LONG THRUST II, a joint operation involving MATS, USAFE and the Strategic Army Command (STRAC) successfully airlifted 6,000 Army troops with supporting equipment of the 4th Infantry Division from Ft. Lewis, Washington, to Rhein Main AB, Germany. More than 10 four-engine aircraft participated in *Long Thrust II* which began on January 16 and ended with redeployment on February 12, 1962. MATS, supported by its three technical services—Air Weather Service, Air Rescue Service and Air Photographic and Charting Service—utilized 10 of its new jet C-135 *Stratolifters* to make the 4,600 mile direct polar route non-stop in about 10 hours. Airlifting cargo in support of the mission were eight C-97s manned by members of two former Air National Guard units activated last October. They were the 146th ATW, Van Nuys, California, and the 133d ATW, Minneapolis-St. Paul, Minnesota. Other MATS aircraft flying the longer Atlantic and mid-Atlantic routes with refueling stops enroute were C-118s, C-121s and C-133s.

THE AIR FORCE RESERVE'S ROLE in the nation's defense structure has been dramatized in a documentary film scheduled for release to television stations across the country in late March or early April. Final sequences of the film were shot at March AFB, Calif., where members of the 9622d Air Force Reserve Recovery Squadron from San Diego staged a simulated recovery mission. The Reservists demonstrated the role they will play in the event of a national emergency during a practice recovery of a SAC B-52 bomber. Earlier film sequences featured Reservists of the 442d TCW, one of the activated C-124 units. Actor Raymond Burr, television's Perry Mason, provides the narration.

*Bear Cat Chief critiques
missile loading demo.*



BEAR CAT TEAM

...lesson in missile handling

*Top: Bear Cat inspector checks Air Guardsmen
Falcon missile loading demonstration.*

*Bottom: Air Guard missile loaders rush 2.75
seconds to F-86 alerted for air defense mission.*



The expressions *Bear Cat* and *Black Bear* sound like the nicknames of teams from a Canadian Hockey League. However, to Air National Guard units assigned to Air Defense Command they have a different meaning.

They signify—nuclear and missile safety.

The name *Bear Cat* has special significance to members of Air Guard units, especially the commander and armament technicians, since it is the designation for Air Defense Command's missile armament, storage and loading team.

Black Bear is the code name of the message they receive direct from ADC pertaining to nuclear and conventional weapons procedures.

ADC organized the *Bear Cat* team in 1961 to insure that Air Defense Command units follow standard Air Force and ADC procedures for the proper and safe handling of weapons.

The *Bear Cat* team visits Air National Guard and Regular Air Force units to insure that the procedures are being followed to a "t". During the visits, missilemen stage an actual loading demonstration and the *Bear Cat* experts watch technicians handling and performing maintenance on the missiles. There is no room in safety to recognize any distinction between active duty or Reserve.

Complicated procedures are practiced by Air Guardsmen and other ADC units until they become a habit. Of the 500 steps involved, some 100 must be done in exact sequence.

Each loading team is made up of a crewchief and two or more missile technicians. Team members are assigned specific jobs which must be followed in proper sequence. The crewchief must keep his eyes on each member of his team to insure they complete each step.

Air Guardsmen, like their Regular Air Force counterparts, move quickly once the *Bear Cat* team gives the signal to begin loading. They first prepare the aircraft, move all the power equipment and missiles into prescribed locations around the aircraft before loading the missiles.

Once the equipment and missiles are in place, and all pre-loading checks are made, the crews load the missiles on the racks of the aircraft. After the missiles are loaded on the interceptor, the pilot, who observes the loading, accepts it for the air defense mission.

Air Guardsmen find that the *Bear Cat* team members are truly experts in the missile field. Instead of using check list forms, the team has such a thorough knowledge of the procedures that all they need is a clipboard to write down any steps the missile loaders may miss.

During the critique sessions held after the demonstrations the missilemen are amazed as the *Bear Cat* team brings out the results of the loading. Even the smallest step, which might be just the tightening of a nut, is written down and brought out during the session.

The procedures followed by the missilemen are standard throughout the command and are the result of exhaustive tests and studies made by the team and other experts in ADC.

According to Col. Lloyd W. Neighbors, chief of ADC's *Bear Cat* team, "The most important part of the team's mission is to insure against an accidental nuclear explosion."

ON THE HILL

*Congressmen
Laud
Air Reserve
Forces
On Buildup*

. . . Before the House (January 22, 1962).

" . . . We have read numerous reports in the press about problems in connection with the call up of certain Reserve component personnel to active duty. Without seeking to judge the validity or possible misplaced emphasis of some of these reports, I would like to call the attention of the Congress and the public to the Reserve Forces of at least one service which have gone about their job without any fuss, but with outstanding success. I am referring to the Air Reserve Forces—the Air National Guard and the Air Force Reserve. . . . The demonstrated capability of these units is evident proof of the effectiveness of the planning and execution of their training. The response of individual members of the Air Reserve Forces is gratifying in the extreme and indicates a clear understanding of the responsibilities of citizenship and the obligations of military service . . ."

Hon. L. Mendel Rivers.

. . . Before the House (January 23, 1962).

" . . . The recent partial mobilization did represent a very radical change in national policy. It marked the first time in our history that Army, Navy and Air Force Reserves were involuntarily recalled during peacetime without at least the declaration of a limited national emergency. Even so, the Reserves of all services attached to drilling units responded magnificently . . . The complaints that were received were relatively few and were magnified out of all proportion. The morale of these recalled Reservists has remained high. Reports come in from all sides attesting to this . . ."

Hon. James E. Van Zandt.

. . . Before the Senate Committee on Armed Services (January 1962).

Air National Guard budget proposals for Fiscal Year 1963 listed by Defense Secretary Robert S. McNamara provide funds for 48 drills and 15 days summer training for 68,000 personnel; 4,000 to receive six-months training; a total of 72,000 on paid drill status. This compares to 51,000 planned for the end of the current fiscal year. However,

21,000 Air Guardsmen formerly on drill pay status are now on active duty. Thus the Air Guard will be maintained at about the same strength originally planned for FY 1962.

Recovery and Base Support strength has been requested at its present level of about 20,000 during Fiscal Year 1963, but without the 48 annual drill pays the Air Force expected. The two programs had been under considerable study for sometime and were given renewed support by DOD and USAF officials. Secretary McNamara told the Committee: ". . . Requirements for this activity have not been worked out in sufficient detail to provide a sound basis for determining the number of units and personnel needed. We are recommending that these units be maintained at about the current level through the coming fiscal year . . ."

Reserve personnel fund requirements were presented to the Committee along with Mr. McNamara's requests. Money needs of the Air Force Reserve during FY 1963 call for \$50.1 million, of which \$43.8 million is for the Reserve and \$6.3 million for the Air Force ROTC. This compares to the \$56 million, or \$5.9 million less, that was appropriated for the current fiscal year.

The Reserve Personnel Appropriation as requested, will provide sufficient funds to support the following:

- 61,000 Air Force Reservists participating in drill pay status; 63,000 was the comparable figure in FY 1962.
- 11,200 Air Force Reservists paid for annual active duty tours; versus 12,000 in prior years.
- 62,705 man-days for special active duty for training tours; about the same as last year.
- 36,478 man-days for active duty tours for training in service schools; compared to 41,379 in FY 1962.

The Air Force Reserve plans to operate 15 troop carrier wings, five air rescue squadrons, 60 miscellaneous units and the Recovery Program at the current manning level. It is anticipated that by the end of Fiscal Year 1963, 21,680 officers and 50,520 airmen will be participating in a pay status in these units and within individual programs. Additionally, 1,500 officers and 367 airmen are expected to receive training in various service schools. The special program required to further unit and individual readiness will provide training for 9,647 officers and 5,846 airmen.

Two operations were put into effect recently at ADC's 32d Air Division headquarters in an all-out effort to fill mobilization assignee slots.

The ideas, which according to division officials have produced "entirely satisfactory" results, are Operation *Post Card* and Operation *Space Filler*. The need for them was seen with the developing crisis in international relations.

Post Card is based on a CONAC report of officers and airmen recently released from active duty. Upon receipt of this report, letters are sent to these men inviting them to apply for an M-Day vacancy. The post cards, designed and printed by the division's administrative services section and addressed by division typists in their spare time are sent to all discharged men living in the states in the Oklahoma City headquartered Division area which includes Texas, Oklahoma, New Mexico, Arkansas and Louisiana.

Of 2,561 cards mailed in October, 170 were returned by the post office as "undeliverable" and 110 were filled out and returned by Reservists indicating a desire to apply for a mobilization slot. The favorable responses were sent for direct contact to the division units nearest the prospective assignees.

Since CONAC publishes its report every three months, the 32d Air Division hit the mails with another batch of post cards in January. The organization wants to fill all 514 Mobilization Assignee spaces on its FY 62 Reserve Manning Document.

Operation *Space Filler* is in the form of a contest among all 32d units to recruit Reservists for the division's UMD spaces. Competition, in two leagues, began on December 18 and continues through March 16.

Awards will be presented to the unit fund of the winning squadron in each league, the president of the league conducting the best campaign, and the individual military person named "Reserve Recruiter of the Year." Each of the two league presidents will submit the name of a man for the latter award.

• *Postcard Recruiting*

Three Air National Guard fighter interceptor squadrons have become the first Air Guard units to win ADC's Certificate of Meritorious Achievement for flying safety. The awards were for the period July 1, 1960 to July 1, 1961.

The certificates, awarded to ADC units for one or more years flying without an aircraft accident, were presented to the 173d FIS, Lincoln AFB, Neb.; 175th FIS, Joe Foss Field, S.D.; and 186th FIS, Great Falls, Mont.

Air Guard units became eligible for the award when they were assigned to Air Defense Command in July 1960. Twenty-six ANG fighter interceptor squadrons are presently assigned to ADC. All of these are on 24-hour alert.

The Lincoln-based 173d is commanded by Lt. Col. Milton Hagelberger. The squadron, flying F-86L interceptors, averaged 29 flying hours per month during the award period.

Maj. Robert B. Sherman's 186th flew an average of 335 hours each month. The squadron, based at Great Falls, Mont., compiled the accident free record in F-89J's.

Flying F-102A's the 175th at Sioux Falls, South Dakota, flew a monthly average of 424 hours. The squadron, commanded by Major Justin L. Berger, is one of six Air National Guard supersonic F-102 squadrons assigned to ADC for supervision and training.

• *Top ADC Guard Units*



- **POSTCARD RECRUITING**
- **TOP ADC GUARD UNITS**
- **ADC POLICY COMMITTEE**

The Air Defense Command Air Reserve Forces Policy Committee was organized early in 1961. Its membership is made up of equal representation from ADC Headquarters, the Air Force Reserve and the Air National Guard.

This committee meets semi-annually to review recommendations from individuals, units and staff agencies, active or Reserve, within the Air Defense Command. The committee's actions on these recommendations are then presented to the commander, ADC, who in turn forwards them with his comments to the Air Reserve Forces Policy Committee in Washington.

To date, the ADC group has met twice and has reviewed 45 recommendations from the field. Among the many subject areas considered were administration, equipment, manpower, recruiting and security. The success of these policy committees assigned to each major air command is largely dependent on the initiative and energy of individuals and units in making valid recommendations.

All members of the Air National Guard and Air Force Reserve are encouraged to use this highly effective channel of communication to present subjects that will increase the effectiveness, utilization, and strength of Air Reserve Forces. Air Force Regulation 45-9 outlines format and channels for submission of these recommendations.

• *ADC Policy Committee*



AIR FORCE POINT OF VIEW

DEFENSE PROGRAM . . .

A few of the high points of the unclassified portion of the Secretary of Defense's statement to the Senate Committee on Armed Services on January 19, 1962, and of the President's Budget Message in the words of the Secretary:

- Strategic Retaliatory Forces. A major mission of these forces is to deter war by their capability to destroy the enemy's war-making capabilities. . . . There is no question but that, today, our Strategic Retaliatory Forces are fully capable of destroying the Soviet target system, even after absorbing an initial nuclear surprise attack. . . . Looking beyond the next few years, there will clearly be a need for new strategic retaliatory systems. Not as clear are the kinds of systems which will be required in that time period.

- B-70 reconnaissance strike vehicle. Such an aircraft might be useful in providing damage assessment and reconnaissance information for the retargeting of the missile force during the attack period. It would also have the capability to attack previously undetected or incompletely destroyed targets. . . . The Aerospace Plane Components project, for which funds are included in the budget, represents a prudent approach to the development of an aerospace plane. . . . Additional amounts are requested for *Dyna-Soar* in 1963. . . . As you know, last month we reoriented the entire program eliminating the suborbital flight phase. . . . We are requesting funds to begin the development of a new Mobile Medium Range Ballistic Missile. . . . Our program provides for the completion of the 13-squadron *Atlas* program and 12-squadron *Titan* program. Twelve squadrons, totaling 600 hardened and dispersed *Minuteman* missiles, have been funded through fiscal year 1962. Funds for four more squadrons are included in the 1963 budget and additional squadrons will be procured in later years. . . .

- Twenty-nine *Polaris* submarines were funded through fiscal year 1962.

To this force we proposed adding six more submarines in fiscal year 1963 and six in fiscal year 1964, bringing the total to forty-one. Considering the number of *Minuteman* missiles and other strategic delivery vehicles which will be available over the next few years, it is difficult to justify a *Polaris* force of more than 41 submarines. . . . As we acquire larger forces of strategic missiles and *Polaris* submarines, the need for the attack carrier in the general war will diminish. However, they will still maintain a significant nuclear strike capability, which could augment our strategic retaliatory forces. But in a limited war and cold war roles, the attack carrier forces provide a most important and unique capability. . . . The fact that they may be vulnerable to attack in a general nuclear war does not detract from their value in limited war. . . .

- The build-up of the B-52 force to 14 wings will be completed by the end of this year. . . . The planned B-58 force of 2 wings will be in place by the end of this year. As the missile forces are built up, the number of B-47s will be gradually reduced. . . . A large number of B-52 squadrons are being equipped with the *Hound Dog* air-to-ground missile. As the *Skybolt* becomes available, we plan to reduce the number of *Hound Dog* squadrons but increase the number of *Hound Dog* missiles per squadron and start to equip some of the B-52 squadrons with the *Skybolt*. The B-52 can carry four *Skybolts* in place of two *Hound Dog* missiles. By the end of the current fiscal year, a number of B-52 squadrons will also be equipped with *Quail* decoy missiles.

- Tactical fighters. In order to modernize these forces over the next few years we will have to buy substantial numbers of new tactical fighters. There are two high performance fighters suitable to Air Force needs now in production, the F-105 and the F4H. The Air Force will designate this latter aircraft the F-110. It is a newer design and enjoys an overall performance advantage in most respects.

I strongly believe that one of our prime responsibilities is to inform the public on the issues which we and they face together, those issues that relate to national security, and I have encouraged all in the Department, both civilian and military officials to participate to that end —ROBERT S. MCNAMARA

LOVE OF FREEDOM . . .

"Tough-minded Patriotism. A basic element in this kind of patriotism is a love of freedom. It is a recognition of the fact that, as Jefferson wrote 'The God who gave us life, gave us liberty at the same time.' In a world where freedom is menaced as never before, it must not only be cherished honored and defended; it must also be held up as a beacon to all mankind. I believe America's destiny is to pioneer a new age of peace and plenty, where all men may know the dignity and freedom that is their God-given heritage." General B. A. Schriever, Commander, Air Force Systems Command

DEFENSE AND SPACE . . .

Secretary of the Air Force, Eugene M. Zuckert recently made the following comments on defense and space programs:

On the *Nike-Zeus*. "One of the problems facing this country is, of course, defense against ballistic missile. The Army's *Nike-Zeus* system, due for tests against target vehicles launched by Air Force boosters this year, is one approach to this missile defense problem. It is designed to provide close-in defense against missiles. This phase of the *Nike-Zeus* testing will be conducted under research and development conditions. It will not be a combat-realistic type of test, but a necessarily close monitored and heavily instrumented developmental test of the system."

On Space Programs. "The National Aeronautics and Space Administration has a massive program to acquire the capability to operate in space. The Air Force is supporting it to the limit of our abilities. We need what NASA will learn. Necessarily, the Air Force also has space programs of its own. In addition, we are the agent of other Services for a wide range of space activity. The military requirement for a capability to detect and identify vehicles in space to intercept them and to neutralize them as a threat to our freedom is very clear. The Air Force is embarked on a program to attain this capability."

COMMUNISM . . .

Policy and procedures on informing the public and Air Force members on communism and foreign affairs. You should know how this applies to you when you are on active duty.

The American citizenry has the right to know all the information about the Air Force that is consistent with national security. The Air Force must help the American people, including Air Force members, to know the national evaluation of the nature of the aggressive threats to our country and the rest of the Free World.

- Every Air Force leader has the responsibility to improve understanding of Air Force objectives in support of national policy. Public speaking, properly cleared in advance, is a duty of all Air Force officers. Personal participation in Commander's Call is the responsibility of each commander.

- When considered in terms of mission, virtually all military matters are closely related to foreign affairs. Air Force members may speak or write publicly on matters involving foreign affairs, where those matters are related to an explanation of military affairs, reflect national policy and are approved in advance by OSD. Such statements must be cleared in advance through the Air Force Office of Information, which coordinates them with appropriate offices in the Air Staff and with the Directorate of Security Review, OSD. Except in the context stated above, public discussion of our policy vis-a-vis foreign countries should be avoided. Public statements on partisan political matters should be avoided.

- Air Force military and civilian officials are encouraged to speak publicly on the menace of communism as it is related to the mission of the Air Force. To insure that such statements reflect national policy, they must be cleared in advance in accordance with current directives.

- Air Force military and civilian officials may participate as speakers on military subjects at meetings organized by responsible private groups to discuss communist plans for worldwide domination, where such participation does not interfere with their assigned duties and their remarks are properly cleared.

- Active and Reserve military members and civilian employees must understand national and international issues that have an impact on their lives, attitudes and conduct at home and abroad. They must understand international communism—its meaning, objectives, subversive techniques and basic conflict with the Free World's concept of the inherent dignity of the human being

and the practical application of moral values. Materials and speakers reflecting established national policy on these matters should be used in informing, educating or training AF personnel.

- Each Air Force member is held responsible for his public pronouncements and for clearing such proposed statements with the information officer of his organization.

SUBLIMITED WAR . . .

The Secretary of Defense referred to the significance of guerrilla warfare and subversion at several points in his defense program presentation of January 19. He added that, "meanwhile, we must continue to guard against general nuclear war and local wars which may escalate into general war. These continue to be the most acute dangers to our national security and, indeed, to the security of the entire Free World."

"There has come into prominence, the last year or two, a kind of war which Mr. Khrushchev calls 'wars of national liberation' or 'popular revolts,' but which we know as insurrection, subversion and covert armed aggression. I refer here to the kind of war which we have seen in Laos and which is now going on in South Vietnam. It is sometimes called 'sublimated war' because the scale and character of the hostilities are kept just below the threshold where the world would recognize it as overt military aggression. Actually it is not a new Communist technique. We have seen it in many other parts of the world since the end of World War II, notably in Greece as well as in the Philippines and Malaya. It was defeated in those countries and I am confident it can be defeated in Southeast Asia. . . .

"It may well be that as long as we maintain the kind of forces which would make global nuclear war, and even local wars, unprofitable for the

Soviet Union, we could deter them from starting such wars. But this still would leave us with the problem of guerrilla or sublimated wars. Indeed, to the extent we deter the Soviet Union from initiating these larger wars we may anticipate even greater efforts on their part in the sublimated war area. Conflict, as Mr. Molotov so rightly pointed out, is a cardinal tenet of Communist doctrine.

"I think we can all agree that the Communists have a distinct advantage over the democracies in this area of conflict. They are not inhibited by our ethical and moral standards: political assassination, robbery, arson, subversion, bribery—all are acceptable means to further their ends. They are quick to take advantage of any breakdown of law and order, of a resentment of people toward their government, or of any economic or natural disaster. They are masters of mass psychology and of propaganda, having had many decades of experience in these fields. We have a long way to go in devising and implementing effective counter-measures against these Communist techniques. But this is a challenge we must meet if we are to defeat the Communists in this third kind of war. It is quite possible that in the decade of the '60's, the decisive struggle will take place in this arena.

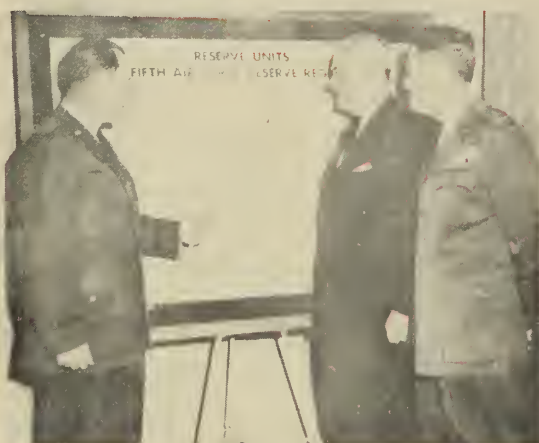
"But to meet successfully this type of threat will take much more than military means alone. It will require a comprehensive effort involving political, economic and ideological measures as well as military. What we need to do in our own Defense program—and in the Military Assistance Program—is to develop the kind of military forces—the weapons, the equipment, the organization and training, and above all the techniques—which can deal with this type of covert armed aggression."

Considering the many advantages of space travel and assuming that our estimates of the engineering difficulties are reasonably accurate, why aren't we charging around in space in runabouts and space suits? The answer is power. Reliable, controlled power. We are making impressive progress with chemical engines, both liquid and solid fueled. But even when these are perfected we don't expect that they will be the ultimate any more than the steam engine was the ultimate. And we are continually searching for new and better propulsion systems to get into space and operate there.

Major General L. I. Davis
Cmdr, AF Missile Test Center



RESERVE CAMERA



Mr. John A. Lang, Jr., dep ass't Sec of AF for Reserve and ROTC is briefed by B/G Richardson (L) and Col. True during inspection of 5th AFRR Hq at Selfridge AFB, Mich.



Capt. Josephine Wibberley, AFRes, on a MATS run from Philippines to Seattle, is only M-Day flight nurse in Hawaii's 1453d Aeromed Evac Sq.

Col. Webster, Kentucky ANG, helps son Henry into chute for jet flight. The AFROTC cadet attends Kenyon College, Ohio.



Finalists of "Miss 111th Fighter Gp" contest, tour ANG base at Philadelphia's IAP. (L-r) are Pat Wetz, Penny Cloud and winner Marsha McGraw.

SSgt C. M. Watson, AFRes, shows CONAC Recovery shield to Ranger Ramsey of Ga. Game Commission. Cub Scout Frank James holds shield which earned him merit points.

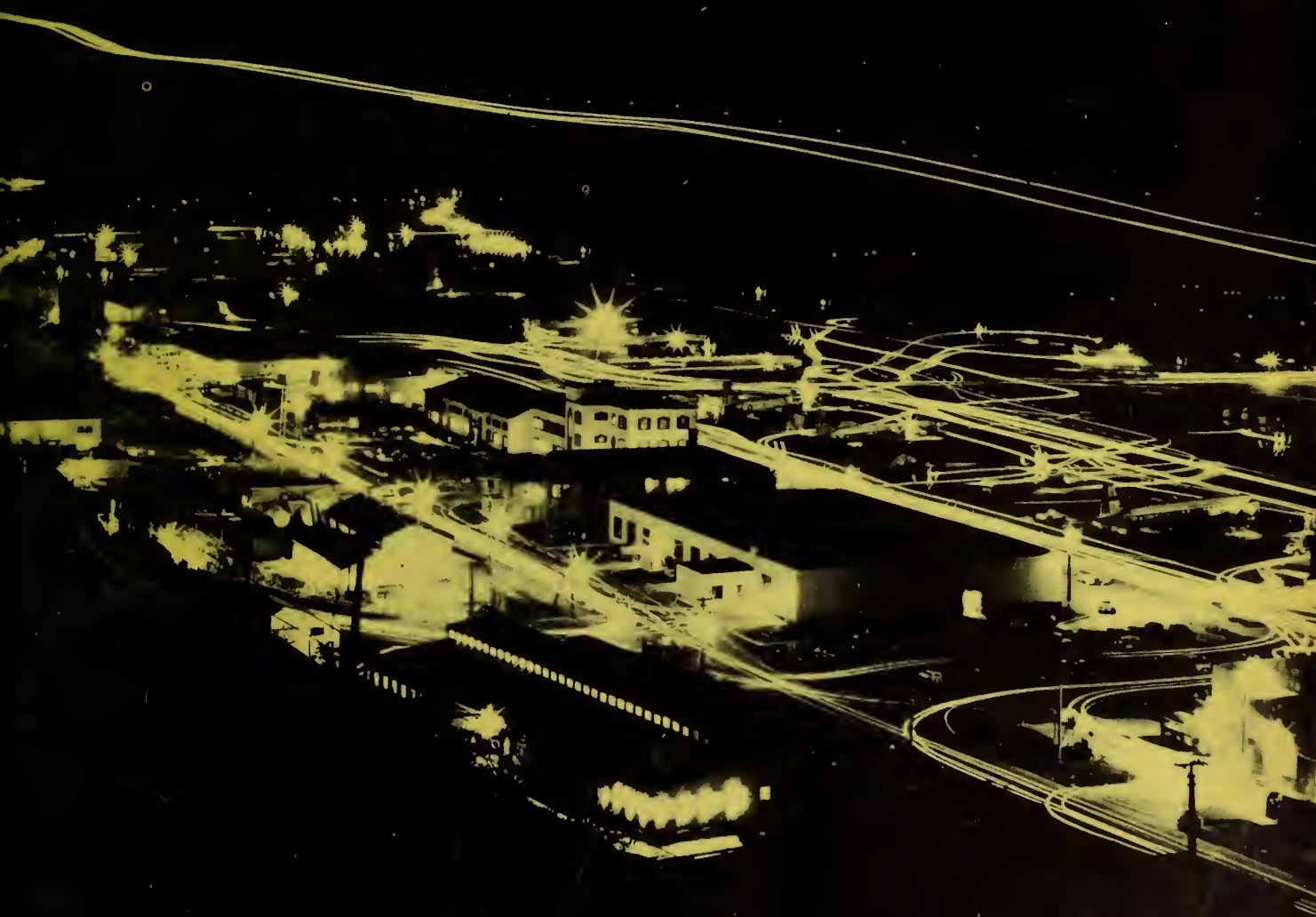


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Referrals

APRIL 1962

THE
AIR RESERVIST



The Official Magazine Of The Air Reserve Forces



the cover

Darkness finds Lajes Field, Azores, brightly illuminated during height of Long Thrust II in which recalled Air Reserve Forces units played a key role. Lights of landing transports and taxiing aircraft streak across flight line indicating round-the-clock nature of Exercise.

THE AIR RESERVIST

OFFICIAL MAGAZINE OF
THE AIR RESERVE FORCES

VOL. XIV—No. 4

APRIL 1962

AIR FORCE RESERVE AIR NATIONAL GUARD
CIVIL AIR PATROL

General Curtis E. LeMay
Chief of Staff, United States Air Force

Maj. Gen. Chester E. McCarty
Ass't Chief of Staff Reserve Forces, USAF

EDITOR
Fred E. Giachino

ASSOCIATE EDITOR STAFF WRITER
Earl E. Lane MSgt. Paul E. Collins

The Air Reservist is an official publication of HQ USAF approved by the Secretary of the Air Force in accordance with Section 278, Title 10, U. S. Code. This section requires the dissemination of complete and up-to-date information of interest to the Air Reserve Forces.

Editorial Office: The Air Reservist
P.O. Box 423, Bolling AFB, Washington 25, D. C.

The material contained in The Air Reservist is listed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by Hq. USAF.

...PEOPLE



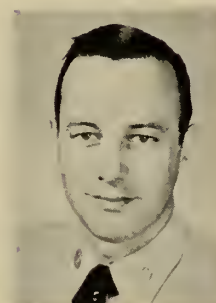
Captain Marion J. Nathan, chief nurse, 33d Aeromedical Evacuation Squadron, Pittsburgh, . . . received USAF Commendation Medal for outstanding and meritorious service as a flight nurse . . . awarded Cross of Valor by State of Pennsylvania.



CMSgt. Walter F. Moyer, first airman in Air Force Systems Command Ready Reserve to receive top enlisted grade . . . he holds M-Day administrative position in AFSC Reserve Affairs . . . he is a coordinating engineer in a Maryland firm and is active in civic organizations.



SMSgt. William C. Brown, 118th Air Transport Wing (heavy), Nashville . . . awarded Tennessee National Guard Commendation Medal recently for courageous action in 1952 . . . was severely burned when he turned off a switch, saving four trucks, a B-26 and an underground fuel storage area.



MSgt. Franz H. Stahl, 87th Air Terminal Sq., McClellan AFB, Calif. . . former Russian POW, he escaped at age of 16 . . . in eight years has become U. S. citizen, received a college degree and risen to a rank of MSgt. in Reserves.



AIC Philip Vespa, 512th Consolidated Maintenance Sq, Philadelphia, Pa., is twice a hero . . . a civilian mail carrier, he recently rescued a mother and six children from a burning house . . . last year he was injured while helping a family from the second story of a flaming house.



DEPARTMENT OF THE AIR FORCE
OFFICE OF THE CHIEF OF STAFF
UNITED STATES AIR FORCE
WASHINGTON, D.C.



REPLY TO
ATTN OF: AFCCS

SUBJECT Airpower in Guerrilla Warfare

re: Air Force Reservists and Air National Guardsmen

In guerrilla warfare, as in other forms of warfare, there are many things that can be done well by men and equipment in the air.

Where the forces of one side are stronger in airpower, this advantage can be decisive. From the first days of military airpower, that simple fact has seemed to become obvious only when events have made it crystal clear. This fact, plus the fact that various elements of airpower are inter-dependent and complementary, must never be lost sight of. These two basic facts must be understood and used as guides to action in military planning and operations.

Air forces have the capability of quickly concentrating firepower in measured quantities on successive targets otherwise inaccessible to military forces. Air forces also are essential in the fast transport and resupply of counterinsurgent forces, as well as in providing reconnaissance, leaflet delivery and defense against insurgent air activities. To the central government of the nation under insurgent attack, airpower provides quick access to all parts of the country so it can maintain civic morale and stability through personal contact.

I would like to see you familiarize yourself with the literature on this form of warfare. Keep in mind the known uses and great potentialities of airpower in counterinsurgency operations. And also remember these two facts: (1) general war poses the primary military threat to the security of the Free World; and (2) it is under the umbrella of strategic superiority that the United States has freedom of maneuver in the lesser forms of conflict.

The prime characteristics of air forces are their flexibility, their versatility, their responsiveness to a variety of situations. These same characteristics in our Air Reserve Forces give us confidence in their ability to serve the Nation.

Curtis E. LeMay
CURTIS E. LeMAY
General, USAF
Chief of Staff

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APR 24 1952

UNIVERSITY OF MICHIGAN

... PLANS & POLICY

■ Military Pay

President Kennedy has directed an all-service study group to investigate military pay and allowances. The study group is to report by October 1962 so that any recommended legislation can be submitted to the Congress in early 1963. The Defense Department Study Group—composed of personnel from USAF, DOD and other services—will “make a study of the entire spectrum of military pay, allowances, benefits, including retirement and all other facets of the military pay system.” Findings of the group will be considered by the President’s Panel of Federal Salary Systems.

■ CAP Banquet

General Carl A. “Tooey” Spaatz, pioneer aviator and first Air Force chief of staff, now retired, will preside as chairman of the Civil Air Patrol’s 20th Anniversary Congressional Banquet, May 7, at the Statler Hilton Hotel in Washington, D. C. The CAP 20th Anniversary Congressional Banquet’s guest list includes, in addition to President Kennedy and Vice-President Johnson, members of Congress and state governors, high-ranking Air Force and government officials, aviation and education leaders and executives of national service and youth organizations. The Chief of Staff of the Royal Canadian Air Force and officials of the Air Cadet League, Canada’s counterpart of Civil Air Patrol, also have been invited.



MSgt Angeline DeCarlo medical technician supervises unloading of “wounded” crewman by 8646th AFRRGp during practice recovery of C-119 flown in by 452d TCW, March AFB. Operational only eight months, the Long Beach, Calif., Group has performed nine actual recovery missions.

■ Policy Committee

Continental Air Command’s Air Force Reserve Policy Committee will convene at Hq CONAC, Robin AFB, Ga., June 11-13, 1962. Air Force Reserve units and/or individual members are encouraged and requested to submit recommendations for establishment of, or changes in policies or regulations affecting the Air Force Reserve in accordance with AFR 45-9. All Air Force Reserve organizations have been furnished guidance, format and due date for submission of recommendations which will be considered by the committee at its forthcoming session.

■ USAF Film

The Air Force Film Library Center, 8900 South Broadway, St. Louis 25 Mo., says SFP 263 “The Air Force Story—Vol. II, Chapter 5—Our World-Wide Air Force 1953-59,” is now available to military and civilian groups. The film shows how the continual buildup of Soviet military forces after WWII made necessary an all-out effort by the USAF to meet the challenge. Featured are aircraft buildup, creation of NATO, the development of strategic and tactical missiles and the growth of SAC’s global strike force.

■ Officer Promotions

Approximately 8,000 eligible lieutenant colonels will be screened for promotion to colonel at the Air Reserve Records Center on May 14, 1962. Eligible officers must hold a promotion service date on or before June 30, 1957, and should send communications to President, Reserve Officer Promotion Board, ARRC, 3800 York St., Denver 5, Colo., prior to May 14. Eligible first lieutenants, captains and majors for unit or mobilization assignment vacancies will be screened at ARRC, June 4-5, 1962. First lieutenants must have a promotion service date before April 30, 1960; captains and majors must have a PSD before April 30, 1958. AF Forms 212, recommendations by commanders, must be received in Denver prior to April 30, 1962.

■ Gunnery Training

Four F-84F wings of recalled Air National Guardsmen have set up a rotational gunnery training program at the USAFE Weapons Center, Wheelus AB, Libya to keep their pilots proficient. The 7108th, 7121st, 7122d and 7131st Tactical Fighter Wings moved four squadrons and all of their supporting equipment to bases in Europe within 28 days after they were called to Federal service.

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Special ROA honors were bestowed upon Lt. Gen Blake (l) and Maj. Gen McCarty. The Generals countered in unison pledging continued support of Reserves.



MID-WINTER COUNCIL MEETING

The Reserve Officers Association held its Mid-Winter Council meeting on March 1-2 in Washington, D. C. The Association's annual banquet was attended by some 1,200 people, including over 150 senators and congressmen. Heading a list of more than 60 dignitaries were Senator Carl Hayden, president pro tempore of the Senate; Speaker of the House John McCormack; and General Frederic H. Smith, vice chief of staff, USAF.

Main feature of the banquet was the recognition of the Honorable Carl Vinson, chairman of the House Armed Services Committee, as "Minute Man of the Year," an award made by Speaker McCormack. Mr. Vinson later addressed ROA members, calling for the maintenance of a strong, vital Reserve and active duty force.

Mr. John A. Lang, Air Force deputy for Reserve and ROTC Affairs, discussed funding for the Air Reserve Forces. He pointed out that the coming year is a challenge, that the program is an austere one, particularly in the area of Air Force Reserve Recovery objectives. "The Recovery program," he declared, "now has been given a measure of status by its acceptance as a 'war requirement' on a test basis until July 1963. The tests will not be without handicaps. There are 2,000 less drill spaces allocated for the program during the coming fiscal year and funds have been cut \$1.7 million. Therefore, we must make the most of our resources."

One of the special features of the ROA meeting was the luncheon honoring Lt. Gen. Gordon A. Blake, commander, Continental Air Command, and Maj. Gen. Chester E. McCarty, assistant chief of staff for Reserve Forces. During the festivities, the generals reaffirmed the continuing spirit of cooperation between Continental Air Command and Hq USAF.

In an address to the ROA Air Force Affairs Committee, General Blake stated his opinion that CONAC's Reserve Recovery forces are an active segment of America's survivability force and are essential to the Air Force's drive for combat readiness. Changes in the program, but, "without major surgery" said the General are necessary in attaining peak performance and unit mobility. Time,

the essential element, is demanded before a realistic evaluation may be made and only a hand-in-glove relationship with gaining commands can prove that AFRes Recovery units are truly "ready now." He said CONAC will work closely with the gaining commands in coming months to establish their needs and specific requirements for Reserve Forces.

General Blake also discussed austerity and the Recovery program:

"This austere approach to facilities causes some problems. Occasionally a Recovery unit commander is met with the query 'If this program is so all-fired important why do you have to scrounge for buildings?' I'd like to point out that we do this not merely because defense policy is currently not to construct facilities—but also because we want the program to develop initially without too many roots in concrete. As we refine requirements we may take in other airports as secondary sites or improve our mobile capability. And finally, we are striving earnestly to make the heart and spirit of the Recovery program to be a genuine grass roots, get it done locally effort—rather than one wherein centralized government largesse does it all. Frankly I have found in my travels that this spirit is one of the genuine strong points of the program.

"To get major improvement in airmen manning we are working on three things. First, better use of the obligor pool; second, working with the AF Recruiting Service and using recruiting drives in Reserve units to get prior service people; and third, seeking ways to get more non-prior service personnel. This third item is not just a case of a larger quota—we must be sure not to inhibit Regular AF first-term recruiting as well as solve the problems of expanded basic military training (for two months) and follow-on OJT (for four months). Solving these manning problems will be major objectives in FY 63."

In another award presentation, Col. Samuel H. Bays was honored as Chaplain of the Year. Currently with the 26th Air Division (SAGE), Hancock Field, Syracuse, N. Y., he has been an outstanding Air Force Chaplain for nearly twenty years.



Trends toward higher technical education among AFSC officers were one part of study checked by Reservists Capt. E. Nepa (l) and R. Zimmer.

RESERVE UTILIZATION PAYS OFF

M-Day assignees to AFSC—the command responsible for the applied research, development and procurement activities that comprise more than half of the Air Force's total annual budget—are, on the whole, a choice selection of "eggheads." Highly trained scientists, engineers and members of the various professions, many hold lofty positions within civilian industry and their civic communities, and they are regarded as authorities in their specialized fields. Their talents constitute one of the command's most valuable resources.

Two years ago, AFSC's Office of Reserve Affairs launched an intensified campaign to promote broader and more effective utilization of the command's Ready Reserve strength. As a corollary to this campaign, the Directorate of Personnel Research and Long Range Plans began exploiting AFSC's Ready Reserve force by seeking out Reserve officers who were having difficulty finding training and short-tour assignments in their specialties. Needed by AFSC for the accomplishment of specialized personnel projects were the short-time services of officers skilled in statistics, or those who had background in personnel research, personnel planning, long-range planning and related areas.

These Reservists are utilized on a rotating basis on the staff of the Directorate of Personnel Research and Long Range Plans and work under a program called the Air Reserve Officers Manning Accomplishments. In short, the program is referred to as AROMA, and if the "sweet smell of success" attaches to the venture it is because of several successful projects which were completed recently during a four-month period. All of the projects were complex and involved equating management-personnel problems as follows:

- The General Accounting Office felt that there was an overage of flying personnel in relation to unit manning document authorizations. FANFARE was the tag given to an evaluation along these lines of AFSC flying and non-flying authorization

requirements. The findings of Reserve research specialists indicated that a flying overage did exist in the grades of captain and major, but in non-rated jobs there was a definite undermanning in those grades. More lieutenants, conversely, were assigned to non-flying jobs than were authorized, but a noticeable lack of lieutenants existed in flying positions.

- Reserve officers explored ways to satisfy the scientific manpower needs of AFSC. They concluded that an adequate recall program emphasizing compensation in rank for experience and ability, and an incentive pay scale for the advanced degrees would help; a civilian utilization program integrated into the Air Force military structure is desirable and use of Reserve officers in direct selling of AFSC to possible candidates, especially at college level, should be achieved.

- The trend toward improved manning in AFSC among officers in the 7-12 years-of-service group, and the source of these men, was the subject of another study handled by Reservists. It was found that most officers in that group came from the Air Force Institute of Technology. It was also revealed that this source gave AFSC the type of officer best suited to its needs within the 7-12 year group. Reservists conducting the study recommended that emphasis be placed on further development of the AFIT program as a continuous source for that particular service longevity group.

- Study of scientific or engineering unemployment from 1965 to 1970—due to technological advancements—was also performed by Reservists. They determined that no such unemployment would exist. However, due to increased automation and the need to terminate some programs there may be some personnel displacements of a minor nature. In its final evaluation, this project group indicated that technical advancement actually will increase the command's future scientific and engineering manpower requirements.

- Anticipating a possible shortage of production and procurement career skills in the command, Personnel handed a study of the problem to one of the Reservist teams. It was learned that there would be two distinct, critical shortages in these fields when the bulk of World War II and Korean War veterans reached the 20-22 year retirement point. It was recommended that requirements for those career fields be drawn up now, based on projected AFSC mission responsibilities, and that qualified people be encouraged to train in specialties to fill the void resulting from retirements.

- A pilot study of AFSC's civilian-military career structure was made to pinpoint opportunities for

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FAR EAST RESERVISTS

...enhance People to People Program



On hand to assist PACAF's "ready force" is a small contingent of 110 Air Force Reservists who have M-Day assignments at the command's bases and stations. Living and working in Japan, the Philippines, Korea or Okinawa in no way alters the training requirements of these citizen-airmen. PACAF's Reserve force trains annually to maintain proficiency in the jobs to be performed should a crisis erupt.

Antonio M. Bayot, of Manila, P.I., is a good example. Today, he is running a multi-million-peso manufacturing concern in the Philippines. Tomorrow, he may be managing the shipment of supplies to Clark AB.

As Lieutenant Colonel Bayot, AFRes, he is assigned to the transportation section of Thirteenth Air Force's deputy chief of staff, Materiel. His duties involve planning and participating in the movement of supplies through Manila destined for Clark and elsewhere in the command.

In the closet of a Quezon City (Philippines) minister's home hangs the uniform of an Air Force lieutenant colonel.

The uniform belongs to Reverend Barton L. McElroy. He too, is a Reservist holding an M-Day assignment with the Thirteenth Air Force. An emergency anywhere in Southeast Asia could result in McElroy don-

ning his uniform and shipping to the threatened area, as he did during the 1958 Taiwan Strait crisis.

Upon recall, Rev. McElroy turned over the affairs of his church to aides, and in a matter of days reported to headquarters at Clark Air Base. From there, he was airlifted to Taiwan, where he started a program of religious services at air bases and isolated sites. Two and one-half months later, as other chaplains arrived, he was released from active duty and returned to his church.

Rev. McElroy's M-Day assignment on the staff of the Thirteenth Air Force's Staff Chaplain requires him to perform two weeks of active duty training each year. During these periods, he conducts religious services at Clark and John Hay Air Bases, visits the ill and injured at the Clark Air Base hospital, counsels airmen on personal problems and advises on base welfare programs.

In Japan, Dr. William L. Moore combines his careers as a college professor, author and television educator with serving as community relations advisor to Colonel Dean E. Hess, chief of information, Fifth Air Force.

Doctor Moore also appears on nation-wide television in Japan, instructing both Japanese students and adults in English conversation. Among the more popular shows which he conducts is his "English for Everyone" program, an educational show which reaches 100,000 viewers.

Also in Tokyo is Harry Kroll, a civilian sales consultant and an Air Force production control officer in the Reserve. On M-Day, Capt. Harry Kroll will assume duties in Tachi-

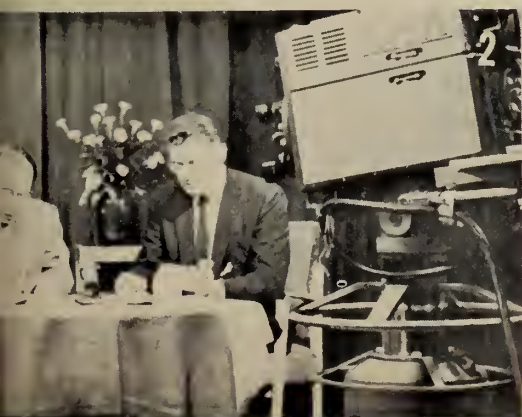
kawa Air Base's 6100th Support Wing Procurement Office.

Kroll runs his own sales counseling agency in Tokyo. His clients include some of Japan's major manufacturers and distributors. He also represents a New York City firm which handles 22 American products. But with all his activities, he remains a willing Air Force Reservist.

Active in civil and fraternal bodies, the New York City-born captain participates in the Tokyo Air Force Reservists Club's "People to People" program and is one of three non-Japanese members of Kojunsha—a Japanese businessman's club.

Someone has said "Perhaps the one underlying trait which gives the American nation its social unity is the willingness of the individual to volunteer." Air Force Reservists living, working and performing active duty tours within the Far East and Southeast Asia are not only fulfilling the needs of the active services and safeguarding the Free World's unity, but are enabling other peoples to know Americans as Americans know one another.

- 1 Lt. Col A. M. Bayot (l) produce manager in Philippines supervises quality tests.
- 2 Dr. Moore (r) reviews script for Tokyo TV partner Dr. Taiichiro Egawa.
- 3 Rev. McElroy with congregation at Quezon City, Philippines, following Sunday church services.
- 4 Capt. Kroll shoots billiards in Tokyo's Kojunsha Club with exporter Yuki Kagami.





*Scattered to the four winds,
Reserve Forces bolster
"Ready Now" concept with
airlift support to Alaska, Philippines,
Panama and California . . .*

A GLOBAL CAPABILITY

Air Reserve Forces again have evidenced a capability to deal decisively with all types of contingencies from a "show of force" to a "general war." During the first quarter of 1962, Air Reserve Forces, including units called to active duty last October, have engaged in six major exercises.

Already publicized by *The Air Reservist* were two successful exercises staged in January—*Long Thrust II* and *Red Hills*. Four more exercises which took place in February and March now can be added to the growing list for 1962: they are *Great Bear*, *Banyan Tree III*, *Great Shelf* and *Bristle Cone*.

Air Force officials have known all along that its Reserve components have versatility in fulfilling its airlift responsibilities in supporting the active forces. Flexibility now is evident as Air Reserve aircrews and their aircraft have performed vital airlift roles in operational exercises from Alaska to Panama, from the Philippines to the California deserts.

Biggest and perhaps most spectacular of the February-March exercises was *Great Bear*, staged at Elmendorf AFB, Alaska. The 1962 version of the annual Army-Air Force joint training exercise

was designed primarily for combat troop movements in cold weather conditions. Flying elements came from MATS, TAC, Alaskan Air Command and Reserve units under CONAC.

Reserve Forces were headed by the 349th Troop Carrier Wing at Hamilton AFB, Calif., and commanded by Brig. Gen. Rollin B. Moore, Jr. Some 350 Reservists actively took part in this operation.

The Golden Gate Wing showed its versatility with troop and equipment airdrops and airlandings. Initial mission for nine of the 349th's 16 participating Reserve C-119s was to airlift a U. S. Army Alaska (USARAL) Airborne Rifle Company and its equipment from Elmendorf to Nome. An airdrop operation followed when 150 paratroopers of the Canadian Army's Princess Patricia's Light Infantry Company jumped near Healy Lake, 115 miles southeast of Fairbanks. In addition, Reserve crews dropped and landed approximately 130,000 pounds of equipment and supplies, including jeeps and trucks, to troops in the field. Reservists of the 17th Aerial Port Squadron from Paine AFB, Wash., handled loading operations.

Other 349th airborne operations included the return of USARAL and Canadian airborne rifle companies from Nome to Elmendorf and air resupply to the maneuver area. Subordinate units of the 349th under Col. Bruce H. Berryman were the 97th TCSq, Paine AFB, Wash.; 312th TCSq, Hamilton AFB, Calif.; 313th TCSq, Portland IAP, Ore.; and the 314th TCSq, McClellan AFB, Calif.

Performing backup courier and emergency flights during the exercise were C-123Js of the Alaskan Air National Guard's 144th ATSq (Medium) at Kulis ANGB, Anchorage. TAC's Ninth and Twelfth Air Forces provided fighter and reconnaissance support while MATS C-135 jets, *Stratolifters*, C-124s and C-133s carried the brunt of troop deployment to and from Alaska. About 8,000 troops participated in *Great Bear*, of which 2,300 and 285 tons of supporting equipment were airlifted.

During Exercise Great Bear, 349th TCW services its aircraft on snow-covered flightline at Elmendorf AFB, Alaska.





Aircrews from Air Force Reserve units are briefed by Col. Earl J. Davidson (far right) following *Banyan Tree* test mission.

While one contingent of Reservists fought sub-zero temperatures in Alaska nearly one hundred Reserve troop carrier aircraft and crews were sweating under a Panama sun 6,000 miles to the south. Six Reserve wings providing 80 aircraft participated in *Banyan Tree III* conducted by the Caribbean Air Command in the Rio Hato training area. Nearly 20 additional Air Force Reserve aircraft and crews lent logistic airlift support in connection with the event.

Banyan Tree III was a joint effort to develop tactics and techniques of the Caribbean's tri-service components and elements of U. S. Strike Command, TAC and CONAC. While 1,200 Army paratroopers were jumping from TAC C-130s based at Ramey AFB, Puerto Rico, Reserve aircraft were airdropping and airlanding over 300 tons of heavy equipment in C-119 and C-123 aircraft. First hand observers called it one of the biggest equipment drops in peacetime.

The maneuver brought into action an airborne battle group supported by troop carrier, jet reconnaissance and jet fighter aircraft. Directed by Lt. Gen. Andrew P. O'Meara, commander-in-chief Caribbean, the maneuvers tested the reaction time and mobility of U. S. forces available to augment the combat elements of Caribbean Command.

Sixty of the Reserve aircraft and crews came from the 445th TCW, Dobbins AFB, Ga., and the 446th TCW, Ellington AFB, Texas. Other Reserve wings participating were the 433d TCW, Kelly AFB, Tex.; 459th TCW, Andrews AFB, Md.; 302d TCW, Clinton County AFB, Ohio; and the 514th TCW, McGuire AFB, N. J.

Additional aircraft from the 434th TCW, Bakalar AFB, Ind.; 403d TCW, Selfridge AFB, Mich.; and the 452d TCW, March AFB, Calif., provided logistic airlift support.

Air National Guard C-97 units called up last all played important roles in Exercise *Great Shelf*, a mass movement of troops from Fort Campbell, Ky., to Clark AB, Philippines—a 7,000 mile haul. *Great Shelf* involved 120 MATS planes

which airlifted 2,300 Army paratroopers and 1,100 tons of equipment. Parent unit in the exercise was the 62d Troop Carrier Wing based at McChord AFB, Wash.

Former ANG units flying airlift missions were the 133d ATW at Minneapolis-St. Paul along with its 109th ATSq from Minneapolis-St. Paul and the 139th ATSq of Schenectady, N. Y. The other participating wing was the 146th of Van Nuys, Calif., with its three squadrons—115th, Van Nuys; 125th, Tulsa, Okla.; and 195th, Van Nuys.

In March, Air Force and Army units teamed up on the Army's sprawling Armor and Desert Training Center at Fort Irwin, Calif., for Exercise *Bristle Cone*. For Wisconsin's 32d Division, the Exercise meant leaving a snow-packed field at McChord AFB, Wash. to take part in a week-long maneuver in the Mojave Desert.

The bulk of the airlift force of 2,800, was flown to George AFB, Calif., from McChord in C-121 *Super Constellations*, C-97 *Stratocruisers* and C-124 *Globemasters*. MATS provided 35 aircraft for the airlift including C-97s from the 146th ATW at Van Nuys, Calif., called up for the Berlin crisis. The former ANG unit flew 16 airlift missions in the exercise designed to train Army forces in overland and air movement, desert operations and airlifting of troops under battle conditions.

Former Air National Guard units made up a large share of TAC's operational jet force with the 120th TFSq, now on active duty at Buckley Field, Denver, Colo., using F-100s and the 184th Tactical Reconnaissance Squadron from Fort Smith, Arkansas, flying F-84s. TAC C-124 transports from two former Air Reserve units, the 435th TCW, Homestead AFB, Fla., and the 442d TCW, Richards-Gebaur AFB, Mo., were used in airlift support of TAC operational requirements. Three other Reserve C-119 troop carrier wings, 452d, March AFB, Calif., 434th Bakalar AFB, Ind., and 440th, Gen. Billy Mitchell Field, Wis., also lent TAC support.

At Ellington AFB, Capt. Curtis Fuqua is shown with mannequin used during water survival course given Reservists prior to *Banyan Tree III*.



AIR MAIL



Q. I had three satisfactory years towards entitlement to Uniform Maintenance Allowance with ANG before transferring to AFRes. I have now completed another satisfactory year. Am I entitled to the Allowance?

A. No. The four years satisfactory service must be performed as an officer in an active status in the same Reserve Component. At least 28 active duty or active duty for training days must be performed during this four year period. A satisfactory year for this purpose is one where 50 points, exclusive of ECI points, are accrued. Thirty-five of the required points must be earned by performing duties requiring the wearing of the uniform and the uniform actually must be worn.

Q. What comprises the contents of the communication which eligible officers are to direct to the President of the Selection Board? Is it mandatory for promotion?

A. An officer eligible for consideration for promotion by a board is entitled to send a letter, through official channels, calling attention to any matter of record in the Armed Forces concerning himself that he considers important to his case. The letter may not criticize any officer or reflect on his character, conduct, or motives. A letter sent under this subsection may not be considered by a selection board unless it is received by the time the board convenes. It is not a mandatory requirement.

Q. What causes the date for retirement purposes to differ from the date for retention purposes?

A. AFR 45-45 dated December 2, 1960, establishes the year of service for retirement and retention as the same date. Prior to this regulation, the superseded AFR 45-45 required that a new retention year be established when a Reservist was transferred, enlisted or appointed from another branch of the Armed Forces.

Q. How are points applied when the date of retirement differs from the date of retention?

A. For a satisfactory retirement year the Reservist must earn 35 points in a 12 consecutive month period to be added to his 15 gratuitous points. For retention of active status he must earn 15 points to be added to his 15 gratuitous points.

Q. I was discharged as a Reserve officer prior to June 30, 1958, and enlisted as A1C in the Ready Reserve to complete the service requirements for retired pay under Section 1331, Title 10, USC. Is it mandatory that I remain in the Ready Reserve status until I have completed 20 satisfactory years service?

A. A former Reserve officer who has enlisted to complete 20 years of satisfactory service may be reassigned to NARS (Standby status). If he earns at least 35 points through ECI participation plus the 15 points awarded for membership during his retirement year he will be credited with a satisfactory year for retirement.

• UTILIZATION from page 6

advancement and professional development. Reserve project officers learned, among other things, that there is a three-to-one ratio of civilian to military scientific and engineering positions in the command, and that civilians have an improved opportunity for advancement in the purely scientific and engineering fields. They advised that the command work out a realistic distribution of civilian and military scientific positions required at the various levels within each division and center to permit efficient fulfillment of its mission and provide satisfactory career progression.

• Reservists were right at home on a study concerning processing and indoctrination of Reserve officers assigned to AFSC for short tours of active duty. A proposed indoctrination schedule to be followed by a Reservist was devised. Also suggested was a project follow-up to grant recognition where Reserve participation proved successful. The study group indicated that this could take the form of a letter of appreciation or commendation. They recommended further that the Reservist's organization of assignment should send him a brief summary of his assignment prior to his arrival. That just skims the cream off the tangible programs on which the energies and know-how of Reserve assignees to AROMA have been directed. Many valuable AFSC manhours were saved by using Reservists and AFSC has received a fresh approach and different view point to problem areas.

■ PLANS & POLICY from page 4

■ General Promotions

President Kennedy has nominated six Air Force Reserve officers to be major generals and 22 more to be elevated to brigadier general. Major generals include Philip P. Ardery, AFRes; Ernest H. Briscoe, ANG; Barry M. Goldwater, AFRes; John B. Montgomery, AFRes; Roy T. Sessums, AFRes; and Kenneth Stiles, AFRes. Brigadier generals nominated include *Robert D. Campbell, ANG; J. Clarence Davies, Jr., AFRes; Donald S. Dawson, AFRes; Arthur R. DeBolt, AFRes; *John R. Dolny, ANG; Arthur F. Fite, ANG; Robert F. Goldworthy, AFRes; Richard C. Hagen, AFRes; Oliver G. Haywood, Jr., AFRes; Walter L. Hurd, Jr., AFRes; Erick W. Kyro, ANG; James K. McLaughlin, ANG; John S. Patton, AFRes; Howard E. Payne, Jr., AFRes; William D. Price, AFRes; Frank J. Puerta, AFRes; Charles F. Riggle, Jr., ANG; *Dale S. Shafer, Jr., ANG; Earl Sneed, AFRes; George H. Wilson, AFRes; Alfred L. Wolfe, AFRes; and George H. Yeager, AFRes. *Now on active duty with USAF. Promotion to become effective upon return to ANG status.

■ Congressional Hopper

Bills before Congress include measures which will . . . provide extensions of the period during which certain educational programs must be started and completed in the case of recalled Reservists . . . provide that insurance premiums on FHA-insured one-to-four family mortgages be waived by the Government when the mortgager is a serviceman called to active duty after 1960 . . . authorize hospital and medical care (including out-patient treatment) to peacetime veterans with service-connected disabilities . . . provide education and training for veterans after Jan. 31, 1955 . . . provide that multiple sclerosis developing a 10 percent or more disability within seven years after separation from active service be presumed to be service connected.

Captain Richard Barrows is among Reservists earning promotion and retirement points by instructing CAP cadets. Here he conducts class at Groton, Conn.



CIVIL AIR PATROL NEWS

Go shopping young man! If you're shooting for Reserve retirement at age 60—and that's a valuable annuity—there are many jobs with Civil Air Patrol that will earn the points you need.

Being the volunteer civilian that he is, a Civil Air Patrol commander can't always put a finger on the nonmember training officer he needs in a certain specialized category for training his unit.

In some parts of the country a special appeal may go out, but more often than not, it's the Air Reservist himself who finds his way to a point-paying job with the AF auxiliary.

Although there was a recent press release from Continental Air Command asking for volunteer "career" Reserve officers in certain categories to return to the fold, many of the potentials are settled in business of their own or have career jobs they prefer not to leave. Much as they love the service, some are reluctant to return to fulltime uniform, yet they want to retain their Reserve status.

In the same breath, the Air Force finds it necessary to place additional Air Force Reservists in a nonaffiliated status. The Reservists then must scramble around to find part-time billets, or struggle through correspondence courses, in order to maintain satisfactory years of service of 20 years to reach that magic pinnacle of having "enough time in" to be eligible for a well-earned pension.

It's all spelled out in Air Force Regulation 45-15 which authorizes Reservists in the Nonaffiliated Reserve Section (NARS) to participate in the CAP program for points, and it is amplified in Civil Air Patrol Regulation 45-2, available at the nearest CAP activity. Incidentally, CAPR 45-2 tells a similar story applicable to the Army, Navy and Marine Corps; there is competition and the credit-earning positions in CAP are not limitless.

In one active CAP area involving one CAP group, questionnaires went out to the known NARS Reservists who lived there. Cards came back and in the space asking for instructor qualifications, Reservists listed *twenty-six* different subjects—from psy-

chology to air control intercept. Of course, all of these subjects don't apply to CAP, but some do and some of the officers are partially qualified for some of CAP's training needs.

Although all reports are not in at CAP's national headquarters at Ellington AFB, Texas, there was a sizeable increase in Air Force Reservists used in the CAP program in the past year: in 1960 there were 240 Reservists on CAP duty and 14,227 duty hours expended; in 1961 there were 325 Reservists on duty and 19,211 hours expended.

Not only are instructor jobs with CAP available but there's the big summer break for two weeks training duty with the CAP aerospace workshops throughout the country. In 1961, there were 35 Reservists who received orders for the first year this type of training duty was allowed. This year, CAP's national headquarters reports there is a need for approximately one hundred. These Reservists assist or instruct at the scattered workshops for school teachers at various colleges and universities. Last year, there were 117 such workshops—this year, as of January, 51 workshops had been confirmed and 70 more were in process with an easy possibility that a number of other institutions will fit themselves into this segment of modern elementary and high school science education.

The number of CAP units is growing; that means more CAP cadets in need of aerospace instruction. In the past year, the number of CAP squadrons has increased from 1622 to 1672 and groups from 209 to 217. And CAP's long-range plan for 160,000 members by 1966 is just getting underway. Present membership is nearly 72,000.

The wise Reservist will go shopping in his area and visit CAP commanders. A little sales pitch on his own may net the point-job that'll pay off in his own Glorious Sixties.

CROSS COUNTRY



EXCEPTIONAL SERVICE AWARD—Five South Carolina Air National Guardsmen, now on active duty, have been cited for the Air Force Exceptional Service Award for rescuing a Chinese Air Force pilot from a burning F-104 jet fighter in September 1961. The award is one of the highest given to civilians in peacetime. The Chinese pilot had just taken off from McIntire ANGB, Eastover, S. C., when his jet fighter crashed, trapping him in the cockpit. The five Guardsmen, all civilian technicians for the South Carolina ANG at the time, cut the straps binding the pilot's feet and pulled him from the burning plane. Four of the former Guardsmen are serving with South Carolina's 157th Tactical Fighter Squadron at Moron AB, Spain. They are Maj. Homer L. Keisler, MSgt. Brosig A. Harmon, SSgt. Eugene Tucker, and SSgt. Doyle L. Wicker, Jr. Maj. Gen. Frank D. Pinckney, Adjutant General of South Carolina, will present the awards to them. The other airman, MSgt. Thomas B. Campbell, is at Shaw AFB, S. C.

CENSORSHIP RESERVISTS—With an organization made up largely of members from Nassau and Suffolk County, and the New York City Police Department, CONAC's Armed Forces Censorship Reservists are keeping abreast of the latest techniques applicable to their Air Force Censorship duties. (See Reserve Camera photo.) Each month the unit, under the 8309th Air Force Recovery Group at Mineola, N. Y., tours a government, civilian or military facility. Some of the cooperating agencies which have contributed valuable training assistance are the New York Telephone Company, Republic Aircraft, U. S. Post Office at Mineola, Army Signal Corps and the U. S. Naval Testing Device Center. In addition to this specialized training, the group has also prepared CONAC's manuals and handbooks on censorship. Chief Censor for the unit is Col. Thomas L. Driscoll, Jr.

AIR CREW DECORATED—A C-119 crew from the 349th TCW, Medium (Reserve) at Hamilton AFB, California, has been personally decorated by Brig. Gen. Rollin B. Moore, Jr., commander of the "Golden Gate Wing." During a mid-March ceremony Aircraft Commander Capt. Samuel D. Ditto received the *Air Medal*, and *Air Force Commendation Medals* were awarded to members of his aircrew for individual acts of meritorious achievement during a flight over the North Atlantic. Crew members included Capt. Ellard J. Pilotte, Capt. George E. Douros, SSgt. Marion L. Turrell, and SSgt. Earl L. Van Valkenberg. The crew was ferrying its C-119 from the Azores to the ZI when an engine failed 19 minutes after takeoff. The crew, under Capt. Ditto, maintained single-engine operation for seven and a half hours and capped the flight with a GCA landing at Newfoundland.

Short Hops

During April, Continental Air Command's 581st USAF Base will be featured on a series of six, five-minute programs with a new format of the *Reserved For You* radio show. About 1,600 stations are expected

to air the series. Also scheduled for the air waves is new Stan Kenton series entitled *Sound Flight 62* which covers an 18-week span . . . CONAC *Certificates of Achievement* have been given to the commanders of three Reserve Air Rescue Squadrons. They are Lt. Cols. John A. Forsythe, 304th ARSq, Portland, Ore.; Alvin J. Moser, 302d ARSq, Luke AFB, Ariz.; and Reginald L. Anderson, 303d ARSq, March AFB, Calif. Their squadrons were cited for successful participation in the support of *Operation Stair Step*, a Reserve Forces' exercise.

Major Victor M. Davis, 145th Air Refueling Sq, Air National Guard, Clinton County AFB, Ohio, is putting the stress on flying safety in a course offered by the University of Akron's Community College this spring. Major Davis, who heads the class, has 7,000 hours flying time . . . MSgt. Dale C. Mayswinkle has received the USAF Commendation Medal at the 8651st AF Reserve Recovery Group at Fort Miley, San Francisco. Sgt. Mayswinkle earned the medal for meritorious achievement while serving as training director of the 2643d Air Reserve Center . . . CONAC has cited Lt. Col. Ted G. Wurm, commander of the information flight attached to the 8648th AFRRGp at Alameda, Calif. Col. Wurm received the CONAC *Certificate of Appreciation* for his outstanding work in expediting and planning *Second Shot*, a 12-minute sound coordinated film strip and press kit.

Two Greater Boston Air Force Reservists were among winners in the recent New England Air Force Pistol Championships held at Hanscom Field, Mass. Lt. Col. Robert A. Baxter and Capt. Henry A. Selib, 8310th AF Reserve Recovery Group joined some 200 military and civilian shooters for the event. Col. Baxter was the top shooter with a score of 878 out of a possible 900. The 101st Air Defense Wing, Maine ANG, Dow AFB, has inaugurated a special purchase for automobile seat belts in an effort to reduce traffic fatalities.

Two generations, including three brothers and one son are represented in the 433d Troop Carrier Wing at Kelly AFB, Texas. Newest member of the unit is A3C Andres R. Pastrano, Jr., while other kin include his father, SSgt. Andres R. Pastrano, Sr., and two uncles, A2C John R. Pastrano and SSgt. Gregory R. Pastrano . . . Wives of Air Force Reservists in the Buffalo, N. Y. area have been invited to join the Buffalo Air Reserve Auxiliary. Information regarding this group may be obtained by contacting Mrs. Eugene A. Caya, 144 Avoca Road, Tonawanda, N. Y. . . . The 7th Aeromedical Evacuation Group (Res) of Greater Pittsburgh Airpo has been named outstanding unit in 2492d Air Sector . . . Former members of the 414th Bomb Squadron of the 97th Bomb Group will hold their bi-annual reunion August 17-19 at Cleveland's Hotel Manger. The reunion will commemorate the 414th's first bombing mission over Rouen, France in 1942. Those interested may contact Charles Merlo, 7335 Neckel, Dearborn, Mich.

The 8508th Navigator Training Squadron (Reserve) at Dobbins AFB, Ga., consisting of Reserve navigators from Georgia, Alabama, Tennessee and North Carolina has vacancies in the grades of Captain and Lieutenant. Inquiries should be addressed to the Unit commander, Indiana Air National Guard, Baer Field, Ft. Wayne, Ind. a vacancy for an Air Technician, GCA Maintenance Specialist, grade NGW-12. This is an airman position and requires an AFSC of 30351 or 30371. Address resume to Capt. Minor H. Stowe, 235th Mobile Communication Flight (1) Baer Field, Ft. Wayne, Indiana.

ON THE HILL

...in the House & Senate

... Before the Senate (March 5, 1962)

"... This callup and the response thereto was a major deterrent factor and was heard last August and September and October in the Kremlin. I believe this is what turned the tide with reference to the Berlin crisis. No solution has been found to the Berlin crisis, but the active agitation and threats and the imminence of the more serious trouble certainly have subsided. It was not due merely to what the President did and what the Congress did, but also certainly, to what these units did..." Hon. John Stennis, Chairman, Special Preparedness Subcommittee of the Committee on Armed Services.

... Before the Senate Committee on Armed Services (Feb. 2)

"... The readiness of the Air National Guard and Air Force Reserve units called to active duty in October was particularly gratifying and demonstrated the fact that these forces have fully utilized the equipment provided them for the accomplishment of their important task of being prepared to augment the active forces in times of increased danger..." Hon. Eugene M. Zuckert, Secretary of the AF.

"While we confirm the requirement for strong and ready active duty forces, we see a continuing need for Ready Reserves. The Air Reserve Forces are combat ready, as amply demonstrated in the Berlin situation. They are an integral part of the active Air Force capability." Gen. Frederic H. Smith, Jr., Vice Chief of Staff, USAF.

... Before the House Subcommittee on Appropriations (Jan. 19)

"The overall view from top level looking down is that the entire callup and the deployment was a most happy experience, a most happy experience. For the boys in the back room who had to work on documents both for the Tactical Command in the United States and to fit the authorizations in Europe to meet the requirements, there was a lot of mid-night oil and hard work. But basically speaking, we think the callup of the Reserve to active duty was about as smooth an operation and a very great augmentation to Air Force capability which bears out, I think, the effectiveness of a lot of work that a whole lot of people have done in past years..." Maj. Gen. B. O. Davis, Jr., Director, Manpower & Organization.

... Before the House Subcommittee on Appropriations (Jan. 22)

"... This ready-now concept conclusively was validated by the high level of operational readiness achieved by the recalled units, their responsiveness to the mobilization order, and the professional manner in which they are carrying out their duties..." Maj. Gen. Chester E. McCarty, Assistant Chief of Staff for Reserve Forces.

"... I would like to report that I just returned from a personal visit to all units deployed to Europe. In so doing, I was tremendously impressed with the spirit, attitude, and determination in which these units and individuals have taken to a serious business for a serious cause." Maj. Gen. Winston P. Wilson, Deputy Chief of National Guard Bureau.

The United States cannot allow its nuclear strength, relative to the Soviet nuclear strength, to decline and so run the risk that the Free World will be replaced by a world of coercion.—ROBERT S. McNAMARA

AIR FORCE POINT OF VIEW

SPACE PLAN . . .

The Air Force space plan was described by Lt. Gen. James Ferguson, DCS Research and Technology in a presentation on February 19 to the House Armed Services Committee. He said that the plan identifies technological objectives for the next ten years. Excerpts:

"The U. S. national space policy recognizes four reasons for conducting projects in space: to increase scientific knowledge, to exploit commercial applications, to strengthen military capabilities and to enhance national prestige.

"The prime objective of Air Force space policy is to exploit space so as to retain U. S. military superiority in order to insure the peaceful use of space. To accomplish this, it is necessary to regain the lead in military space technology.

"It is clearly recognized, however, that space systems must be considered in concert with all other weapon systems . . .

"In thus extending and exploiting space flight technology, the Air Force will be continuing the pattern of development which has led in a single lifespan from the Kitty Hawk to Cape Canaveral. . . . It has led from the X-1 and is leading now to the *Dyna Soar*. It will lead beyond, to manned space stations and possibly to advanced aerospacecraft capable of self-contained flight to and from space. All of these advanced craft have potential applications to critical military missions. The Air Force will plan the major military role in developing these capabilities. . . .

"The Secretary of Defense by directives of March 6, 1961 has assigned to the Department of the Air Force the responsibility for research,

development, test and evaluation of Department of Defense space development programs and projects which are approved after the date of the directive. This same directive authorizes each military department and Department of Defense agency to conduct preliminary research to develop new ways of using space technology in order to perform its assigned functions. Upon completion of such preliminary research and upon DOD approval of follow-on developmental efforts, the Air Force would normally be assigned developmental responsibility. I can assure you that the Air Force intends to be fully responsive to the needs of the other services and DOD agencies.

"The timely and economical development of the Nation's space capabilities will require the closest cooperation among all participants. A true reciprocal arrangement must exist between the Air Force and NASA if full advantage is to be taken of the technical accomplishments of each agency."

GUERRILLA WARFARE . . .

In tune with the Air Force Chief of Staff's letter on page three, The Air Reservist presents the following list of books on Guerrilla Warfare available in USAF libraries: *Guerrillas in the 1960's*, Paret & Shy, (Praeger, \$3.50); *Notes on Guerrilla War Principles and Practices*, Virgil Ney (Command Publications, \$3.70); *Che Guevara on Guerrilla Warfare*, H. C. Peterson (Praeger, \$3.95); *Mao Tse-Tung on Guerrilla Warfare*, Mao Tse-Tung, (Praeger, \$4.50); *Communist Revolutionary Warfare: The Vietminh in Indochina*, George K. Tanham (Praeger, \$4.50). These books are available in civilian libraries and book stores.

STRATEGIC CONCEPT . . .

Our strategic concept, says General Frederic H. Smith, Jr. the Air Force vice chief, "requires a warwaging capability—our primary goal is to deter war; but if deterrence fails, we must have the capability to fight and to prevail." General Smith also told the House Armed Services Committee that:

"In assessing the types of force required to maintain this strategic posture, we must first determine the tasks to be performed and the conditions under which they must be accomplished. Simply stated, our force must possess the ability to survive an enemy attack, penetrate enemy defenses, and attack with weapons of sufficient yield and accuracy to assure the destruction of targets that remain to threaten the United States and our allies. At the same time, we must obtain the essential facts concerning the course of the conflict during and after our attacks. This requires reconnaissance of enemy territory for both targeting and retargeting as well as for damage assessment purposes.

"Our strategic capabilities must include a secure means for sustained command and control of the strategic force. The decision-making process must be geared to the quick reaction and flexibility which is built into the strategic weapons systems. . . .

"Improved missile performance must be attained since both quantity and quality are essential to our strategy. Certain tasks, however, will continue to exist which can best—and in some instances only—be performed by manned strategic aircraft that penetrated enemy territory. This requirement must be met by development of improved manned systems as a follow-on to the B-52."

RIBUTE . . .

On the subject of dedication, the Air Force Vice Chief of Staff, recently said this to the Senate Committee on Armed Services:

"The force-in-being concept has led us to accept an around-the-clock alert as a matter of daily routine for many years now. Such an alert calls for a special state of mind. It is no simple problem to maintain that state of mind, alert to the presence of danger, especially when nothing happens year in and year out.

"Today we have aircrews working 10 and 80 hours a week, sometimes more. These hours aren't routine for many Americans today. But they do it for these aircrews. They do it willingly and cheerfully. They know their country depends on them . . .

"Our tactical and strategic crews rotate matter-of-factly between their home bases and advance overseas bases. They go on schedule in all kinds of weather, because that's their job. And they leave their families behind when they make these rotations, because that's their job too.

"Air Force transport crews fly to friendly, and sometimes not so friendly, places all over the world. They fly to places most persons cannot locate on a globe. There is inconvenience and personal discomfort attached to these trips, but they go routinely because they know that a transport capability that cannot perform under these conditions would have little value in an emergency.

"Thousands of Air Force people serve at radar, communication, mapping, military assistance and missile range remote sites all over the world. They serve under difficult living and working conditions. And the constant alert and loneliness produce strain uncommon to most men.

"Now we have ICBM crews coming along to take their places alongside the others in the alert force.

"Thousands of Air Force families are separated by these duties. They know it has to be so if we are to keep our forces ready, where and when they are needed.

"These people I have described are not prima donnas on whom we lavish special privileges. They are typical Air Force men and women. They are professionals who take pride in their work. Without them, our weapons and complicated machines would be meaningless.

"I have spoken about these people because we are immensely proud of the work they are doing and because I wanted to point out that the Ameri-

can public is getting a handsome return for its investment in them. That return is an in-being shield manned by a dedicated force. We can't buy this kind of dedication at any price."

KHRUSHCHEV . . .

Last June Dr. Stefan T. Possony, professor of international politics in the Graduate School of Georgetown University and associate of the Foreign Policy Research Institute, University of Pennsylvania, delivered to the Senate Internal Security Subcommittee his analysis of Premier Khrushchev's January 6, 1961 speech.

The speech has been quoted frequently in recent months by Defense Department leaders. According to Dr. Possony, the Khrushchev speech "together with the declaration of the Communist Parties of 1960, disclosed Communist strategy as it will be employed for the next 5 years or so." He calls it "Khrushchev's Mein Kampf."

In a summary to his point-by-point analysis of the speech, Dr. Possony states that "Soviet strategy is based, on the one hand, on achieving optimal military power and building and strengthening Communist political armies throughout the Free World. On the other hand, Soviet strategy utilizes massive deception to bring about the capitulation of the United States through (a) the unilateral military weakening of the Free World, (b) the moral paralysis of Free World governments, and (c) the demoralization of public opinion. Failing in this strategy, it is the Soviet intent to destroy the United States by nuclear weapons."

IDENTIFICATION . . .

General LeMay's statement of last September on the need for the Air Force to be understood by its members and public as a unified organization is worth reviewing now. "We need to restate firmly," he said, "that the United States Air Force is an entity. Its elements all contribute to the aerospace power that is vital for our defense."

He explained: "During our growing stages there was strong emphasis on command identification. To a point this was, and I think still is, desirable. But it must not go to the point where it contributes to an impression that the United States Air Force is a conglomeration of forces, that each type of aerospace power is separate from the other and incapable of action outside a specified role. This gives the impression of inflexibility, and nothing could be farther from the truth."

DEFENSE VS. ATTACK . . .

Speaking of defense against attack through the aerospace environment, Secretary of Defense Robert S. McNamara told the Senate Armed Services Committee that "we must bear in mind that no matter how much we spend we simply cannot in this day and age provide an absolute defense for the continental United States." He listed these elements of "the defensive task over the next few years:"

- Reduce the vulnerability of the existing bomber defense system to ballistic missile attack.

- Improve the certainty and timeliness of warning of ballistic missile attack.

- Provide, to the extent feasible, for an active system of defense against ballistic missile attack.

- Improve our defenses against attack by submarine-launched missiles.

- Develop a system for the detection, tracking and identification of satellites and study the problem of destroying unfriendly satellites.

- Provide, to the extent feasible, fallout protection for our population.



The nation which dominates the aerospace can dominate the Earth, because the aerospace covers 100 percent of the Earth. The overriding importance of the aerospace as a medium of military operations, the infinite extension of the medium of airpower, should jar loose whatever encumbrances of tradition and prejudice might slow our progress. We in the Air Force feel this most sharply. Ours is the primary responsibility to prevent the domination of the aerospace by any power or combination of powers whose interests are inimical to freedom and national independence on Earth.

Eugene M. Zuckert
Secretary of the Air Force

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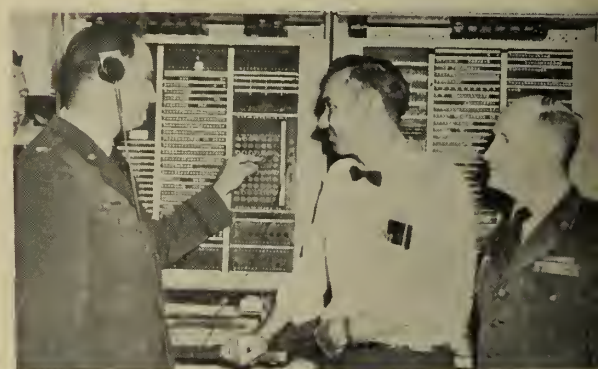
RESERVE CAMERA



After first flight aboard C-119 Flying Boxcar recently assigned nurses of 7th Aeromedical Evacuation Group debark at Pittsburgh, Pa.



Minnesota Air Guardsmen of recalled 133d ATGp, ear muffs and all, warm up for St. Paul's Winter Carnival parade in sub-zero temperatures



This New York Reserve Censorship unit maintains proficiency via field trips. Here NY Telephone Co.'s Bob Kline checks out Maj. William Muntz and Col. Thomas Driscoll on "circuit testing area."



Reservist Lt. Col. J. A. Riffle helped plan the Mother's March on Polio in Kansas City area with aid of Terry Shartwell, 12, Mrs. B. Shartwell (l) and Mrs. R. Mullen.

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Reference

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The Official Magazine Of The Air Reserve Forces



the cover

Six miles of shelves at Air Reserve Records Center hold career records of almost a half-million Reservists. The essential information on all Reservists whose folders are filed on both sides of the aisle can be recorded on the one and one-half reels of magnetic tape seen extending from shelves. The tapes can be "looked at" by ARRC's electronic computers in minutes.

the air reservist

OFFICIAL MAGAZINE OF
THE AIR RESERVE FORCES

VOL. XIV—No. 5

MAY 1962

AIR FORCE RESERVE AIR NATIONAL GUARD
CIVIL AIR PATROL

General Curtis E. LeMay
Chief of Staff, United States Air Force

Maj. Gen. Chester E. McCarty
Ass't Chief of Staff Reserve Forces, USAF

EDITOR
Fred E. Giachino

STAFF WRITER
MSgt. Paul E. Collins

The Air Reservist is an official publication of HQ USAF approved by the Secretary of the Air Force in accordance with Section 278, Title 10, U. S. Code. This section requires the dissemination of complete and up-to-date information of interest to the Air Reserve Forces.

Editorial Office: The Air Reservist
P.O. Box 423, Bolling AFB, Washington 25, D. C.

The material contained in The Air Reservist is listed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by Hq. USAF.

...PEOPLE



Maj. Gen. Kenneth P. Bergquist, commander, Air Force Communications Service, is the author of "Reins of Command" appearing on pages 8-9 . . . a command pilot, he has an extensive background in both the operations and communications fields.



Maj. Charles McKinlay, Flight Commander of the 335th TCSq, McGuire AFB, N.J., recently became the 500th Air Reserve Forces C-119 pilot to receive the 1,000-hour pin . . . a television engineer in civilian life, he has 3,100 flying hours.



Major Edward E. Re chairman, Foreign Claims Settlement Commission of US, has received USAF Commendation Medal for outstanding contribution to AF Reserve . . . cited for efforts in informing American Bar and public of foreign trials of US military personnel.



MSgt. Harold E. Rhinehart, administrative supervisor with 9627th AFRRSq, Salt Lake City, is currently serving 4-year term as mayor of Clarkston, Utah in addition to regular chores as a planning engineer with a chemical corporation.



SSgt. Edward A. Komurek, 8308th AFRRGp, Newark, N.J., saved the life of an infant on December 26, 1961 . . . remembering his Reserve training, he applied mouth-to-mouth resuscitation . . . he was recently honored with a plaque commemorating the act.

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DEPARTMENT OF THE AIR FORCE
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REPLY TO
ATTN OF: AFCCS

SUBJECT: Aerospace Communications

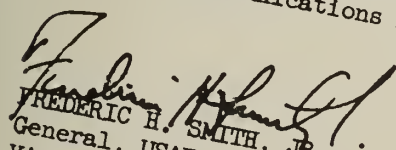
to: Air Force Reservists and Air National Guardsmen

Communication is a first requirement of command; without it the commander is isolated and cannot control his forces. In our global aerospace force this communication must be effective under any conditions at the remotest points over the Earth.

To operate the U. S. Air Force world-wide during the past 15 years has required the development of the most extensive and high-quality communications system ever devised. Air Force Communications Service uses, tests and develops the latest techniques for getting this job done. The Air Force system contributes in the largest proportion to the facilities of the new Defense Communications Agency serving all the Armed Forces.

Our national military policy is committed to maintaining the ability to use our forces in a controlled and deliberate manner, even in a general nuclear war. This means that we must be able to apply our strategic aerospace forces in several different ways, depending partly upon the aggressor's actions during and after his attack. Essential to this capability is a command and control system based on globally secure communications that can survive the severest attack of modern weaponry, and be used under fire in making our forces prevail.

The Air Force, as the effective fighting instrument it must be to help deter war, is dependent upon all who are involved in operating and improving the USAF Aerospace Communications Complex. The Air Reserve Forces play an important role in this effort. Extensive studies are now being made of the possibility of greater use of Air Reservists in the aerospace communications mission.


FREDERIC H. SMITH, JR.
General, USAF
Vice Chief of Staff

...PLANS & POLICY

■ Aircraft Conversion

Four Air National Guard aeromedical transport squadrons will be converted to C-121 *Super Constellations* this summer. Two other units are to receive KC-97 *Stratocruisers*. These plans were evolved by Air National Guard and Military Air Transport Service officials at a conference held at Scott AFB, Ill. in March. Conversion to the larger aircraft by units now flying C-119 *Flying Boxcars* will increase their overseas airlift capabilities. Squadrons to make the switch to C-121s are the 140th AMTS, Olmstead AFB, 150th AMTS, Newark, N. J.; 156th AMTS, Charlotte, N.C.; 183d AMTS, Jackson, Miss. Units converting to C-97s are the 102d AMTS, Floyd Bennett Field, Brooklyn, N. Y. and the 137th AMTS, White Plains, N. Y. Four other units are receiving C-97s during April, May and June. They are the 103d AMTS, Philadelphia, Pa.; 142d AMTS, Wilmington, Del.; 158th AMTS, Savannah, Ga. and the 180th AMTS, St. Joseph, Mo. Other conversions scheduled this summer include the 124th FIS, Des Moines, Iowa, from F-86Ls to F-89Js; the 126th FIS Milwaukee, Wisc., from F-89Js to KC-97Fs.

■ Educational Training

Programmed educational training for Fiscal Year 1963 has been announced by the Air National Guard. A total of 44 spaces has been allocated to Air Guardsmen for classes at the War College, Command and Staff College, Squadron Officer School and Flight Safety Officers Course. Three officers in the grade of colonel or lieutenant colonel will be accepted for War College at Maxwell AFB, Ala. in August 1962. Ten spaces in the grade of major or captain will be available for Command and Staff College also at Maxwell, beginning in Sept. 1962. At Maxwell's 13-week Squadron Officer School 21 spaces have been allocated, seven in each of the three classes starting in Sept. 1962, Jan. and Apr. 1963. Twenty spaces are programmed for Flight Safety Officers course at the University of Southern California, Los Angeles. The National Guard Bureau is striving to qualify at least one Air Technician per ANG flying base.



Members of the Remote Training Team Firefighters, Big Stone Gap, Va. are assigned to 9209th AFRRSq, Roanoke, Va. Training with civic equipment at home base, members travel as much as 40 miles to attend local meetings 190 miles for weekend drills.

■ Outstanding Airman Program

Air Force Association again has asked the Air Force to select its outstanding airmen of the year, one from each major air command, to participate as honored guests in the annual convention at Las Vegas, Nevada in September. One airman will be selected from the Air National Guard and one from the Air Force Reserve. Airmen of all ranks are considered on the basis of their contributions to the accomplishment of the Air Force mission.

■ Navigation Competition

The Sixth Annual Navigation Competition will be held by the Air Reserve Forces at Ellington AFB, Texas, May 5-12. A total of 13 Reserve Navigator Training Squadrons will compete. The 8499th Navigation Training Squadron from March AFB, Calif. won the event in 1961. Competition is based on a point system in which crews are rated on day celestial, LORAN and night celestial missions. Included in this year's event are the following navigation training squadrons: 8498th Andrews AFB, Md.; 8499th, March AFB; 8500th, Hamilton AFB, Calif.; 8501st O'Hare IAP, Chicago, Ill.; 8502d, Selfridge AFB, Mich.; 8503d, Minneapolis-St. Paul, Minn.; 8511th Homestead AFB, Fla.; 8507th, Dallas NAS, Texas; 8512th, Ellington AFB, Texas; 8514th, Hanscom Field, Mass.; 8497th, Clinton County AFB, Ohio; 8508th, Dobbins AFB, Ga. and 8496th, McGuire AFB, N. J.

■ National Defense Award

Members of the Reserve Force are eligible to receive the newly established Thomas D. White National Award. Named for the former Air Force chief of staff, the award will be made annually by the Air Force Academy. It will be conferred on "the United States citizen who is judged to have contributed most significantly to the national defense and security of the United States during the years preceding the award." Active duty personnel are not eligible.

■ ANG Shooter

The Air National Guard will enter teams in the 1962 All-Air Force Rifle and Pistol Matches at Lackland AFB, Texas, June 4-20. Air Guard is authorized to enter 25 pistol shooters, 20 in hi-power rifle competition and five in small bore. Guardsmen participating are being selected from nominations submitted by the Adjutants General. All shooters must hold a current NRA classification.

Air Force Reservists reviewing their records at the Center have their own reading room and a receptionist to answer questions.



The Air Reserve Records Center in Denver, known as the "Manpower Bank of the Air Force," is more than a storage facility. It is an active, busy organization whose operation is vitally important to the careers of all Air Force Reservists.

If you are an Air Force Reserve officer or airman not on extended active duty you are among the assets in this manpower bank and the Center is literally *your* records center. You are in good company, too. The master personnel records maintained at the Center contain full career information on almost half-a-million citizen officers and airmen from every part of the country and every walk of life. You are part of the nation's manpower reserve—ready for mobilization in a national emergency to supplement the active Air Force and—under the new Reserve Recovery and Base Support Program—to provide your country with the ability to recover from an initial enemy attack.

For proper utilization of this vast manpower, complete, accurate and up-to-date information is of vital importance. The Air Force must know where you are, whether you are readily available, what new and needed skills you have acquired and what changes have been made in your personal and professional status. Every change is a concern of the personnel specialists who keep your records up to date. If you move, add a dependent or change your civilian job, the Center needs to know. If you go to school for specialized courses, that additional training and education can affect your Air Force career.

You may be one of approximately 50,000 officers considered for promotion by selection boards meeting at the Center during a typical year and your additional education, new skills or participation in community activities might swing the balance in your favor. Promotion often depends on the way you keep your master personnel record up to date. Failure to keep the Center informed might mean loss of a deserved promotion.

The Air Reserve Records Center operates as a headquarters under Continental Air Command and is assigned specific functions including:

- Maintaining in current status all master personnel records of Air Force Reservists not on extended active duty and certain retired Reservists.
- Operating a statistical services system.
- Acting as administrative agent in support of Air Force Reserve Selection Boards. Approximately 245,000 AF Reserve officers have been considered by promotion boards under this program.
- Selecting and assigning Reservists to participating elements of the Air Force Reserve Program and to active duty tours.

MANPOWER BANK

- Controlling positions in the General Reserve War Mobilization Requirement and alignment of Reservists to that requirement.

- Providing information requested by the Veterans Administration.

- Processing awards, decorations and uniform allowances for all Reservists not on extended active duty.

- Taking final action on the separation of all Reserve officers and airmen assigned to the Nonaffiliated Reserve Section, the Ineligible Reserve Section, the Inactive Status List Reserve Section and Selectees.

- Processing applications for appointment in the AF Reserve in all grades below general officer.

- Administering the voluntary recall of Reserve officers and airmen under quotas established by Hq, USAF.

- Accomplishing entry of AFROTC graduates into flying training and nonactive duty assignments.

- Classifying skills and screening the Ready Reserve.

- Effecting retirement of all eligible Reserve officers and airmen not on extended active duty.

- Funding and accounting for appropriations and paying certain Air Force Reservists not on active duty.

In an average day's business, the Center receives almost 10,000 communications and sends out more than 10,000; pulls 8,800 record groups from open shelf files for processing and returns them; processes 3,400 personnel status changes; processes 2,300 address changes; and publishes 1,500 orders.

You may wonder how the Center can operate at a pace fast enough to handle the master personnel records of some half-million Reservists. The answer lies in centralization and automation. Before the Center was activated in March 1954, records of Air Reservists were maintained at eight widely separated locations. Each had its own system of records administration. At that time, 2,500 people were required to administer about 250,000 master personnel records. Today, with twice as many records, only 1,100 people handle the bigger job of records administration and additional responsibilities.

How did the Records Center streamline its operation? In October 1959, after 18 months of study and planning, an all-transistorized electronic computer system was installed. Then work was begun on the giant task of recording on magnetic tape all the essential information on each of the Air Force Reservists whose files were maintained at the Center. From these master tapes—updated regularly—strength reports, orders and mailing labels can be prepared.

As orders or other "hard copy" are typed, a by-product punched paper tape is produced and fed into the computer system where the new information is added to the existing magnetic tapes. In this way, changes of rank, AFSC, assignment and other information are entered on the master tapes. The most essential information contained in the half-million master record groups can be

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Release Criteria

Within the criteria established by the President's statement of April 11, the Air Force has developed the following series of questions and answers on specific release policies:

Q. *Will the Air Force release all Reserves called to active duty last fall?*

A. Yes, except those who have volunteered to remain on active duty.

Q. *Does the return of the Air National Guard forces mean we are reducing our air strength in Europe?*

A. No. The President stated: "To the extent that Reserve units are now stationed in Europe (as is the case of tactical fighter squadrons) we are making detailed plans to replace them with equivalent Regular units." The Air Force has been authorized an increase in personnel, a number exceeding the 27,000 Air National Guard and Air Force Reservists called to active duty last October and November. This increase in personnel will be used to maintain our tactical and transport strength and to increase the alert posture of our strategic forces. Further, the Tactical Air Command has the capability of deploying forces rapidly to any point in the world.

Q. *When will the Air National Guard units be returned from Europe?*

A. As soon as they can be replaced with equivalent Regular units, but in any case they will be returned in time to be released from active duty by August 31st.

Q. *How will the release be accomplished?*

A. Specific details of these plans will be announced as soon as possible. It is not possible to release all of these forces on the same day, but it is planned that each unit will be given an equitable priority in the release process.

Q. *Will the units be returned to their home stations for release?*

A. We have not yet reached a decision on whether the units will be sent to their home stations for processing for release, or to a central processing station.

Q. *Will the aircraft which were flown to Europe be returned also?*

A. Some of the tactical aircraft—the F-84s—will be retained in Europe for an interim period. It is anticipated that units returning without a full complement of their aircraft will have a sufficient number remaining to continue their training and proficiency flying during this interim period.

Q. *Will the Air Force cut back on Reserve strength as the Army has announced it will do?*

A. There are no such plans at this time.

Policy Committee

The Air Reserve Forces Policy Committee, a group which advises the Secretary of the Air Force on Air National Guard and Air Force Reserve matters, has completed a staff visit to Air National Guard units now serving on active duty in Europe. Following a briefing in the Pentagon in early April, the group embarked on a tour of facilities in Germany, France and Spain. The committee was called into a special session last August to advise the Secretary on policies pertaining to recall of these and other Air Guard and Air Force Reserve units in October and November. The recent visit to Europe was a follow-up to that special meeting. Heading the group was Maj. Gen. Clarence A. Shoop, committee chairman and commander of the California Air National Guard. Mr. John A. Lang, Jr., deputy for Reserve and ROTC Affairs, accompanied the group.

College Waivers

Certain Air National Guard and Reserve officers have been declared exceptions to the normal policy of offering career Reserve, active duty status only to college graduates. Lieutenants and captains who are piloting sweptwing aircraft or can become operationally ready in F-84Fs within 90 days make up the rated category. Non-rated officers in Safety (199XX, less Ground and Missile Safety), Communications-Electronics (30XX), Armament (32XX), Aircraft Maintenance (43XX), Motor Vehicle Maintenance (47XX), Civil Engineering (55XX) and Supply (64XX, less Food Service) get the college waiver. These officers can also elect a Specified Period of Time Contract (SPTC) as well as career Reserve Status. Otherwise, the six-point criteria announced in October 1961 still hold. These points were: lieutenant or captain; never involuntarily released from active duty; meet AFR 45-26 qualification criteria; bachelor's degree or higher; not on flying status or willing to go off; able to complete 20 years service with 10 years commissioned time before reaching 60 or 28 years commissioned Reserve service.

Flying Safety Awards

Reservists from the 434th Troop Carrier Wing, Bakalar AFB, Indiana and the 96th Troop Carrier Squadron, Minneapolis-St. Paul, Minnesota tallied more than 16,000 accident-free hours to win the USAF Flying Safety awards for 1961. The 434th flew more than 11,000 miles in ferrying aircraft from Hawaii and France including 31 over-water training flights. Some 5,000 accident-free hours were flown by the 96th in airlifting troops, supplies and equipment into prepared and unprepared landing areas by parachute or air landings.

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"looked at" in a matter of hours by the computer—rosters and labels can be printed at the rate of 600 lines per minute.

You should remember, though, that these rosters and labels are only as accurate as the information fed into the computer system. If your current address has not been sent to the Center, every roster or address label on which you are listed will be incorrect. If documents with incorrect information are received, the computer system will reject the items that do not tally with information on hand.

Responsibility for keeping information up-to-date rests with you and all other individual Reservists. Without your cooperation, all the most automatic equipment now in use cannot keep your records accurate and up-to-date. Help the Center help you in your Air Force career.

By SMSgt. Wm. E. O'Keeffe
and MSgt. Albert T. White, Jr.

AGOS STUDENTS LEARN TRUE MEANING OF JOINT OPERATIONS



Maj. R. Smith briefs AGOS students
Capt. A. Wilson, ANG, 120th TFSq,
Buckley ANGB, Colo. (l) and
Maj. P. Freeman, AFRes,
95th TCSq, Milwaukee, Wisconsin.

In the lettered lexicon of the military, from ASAP to ZI, a new big JAY or Jointmanship is spelling the difference for today's Reservist. The word was coined at USAFAGOS (United States Air Force Air Ground Operations School), Keesler AFB, Mississippi, where teaching of the relatively new concept is beginning to pay off.

As the term implies, "Jointmanship" means maximum utilization of all combat forces of all branches—air, land and sea—Regular and Reserve. And because time is of the essence in making the concept work—even minutes count in today's limited actions—the Reservist must be kept well informed of the intricate techniques of this concept.

To insure that this role is maintained, the Air Ground Operations School recommends as many student quotas for Reservists as possible. Of the April 20th graduates there were a number of Reservists including a brigadier general and three colonels, all commanders of Air Reserve Transport Wings.

More than one Reservist has attended the School as a student and later joined the faculty. Lt. Col. Sherman R. Smith, president of the Biloxi-Gulfport-Kessler area Reserve Officers Association is one of these. The School's communications expert, who is the assistant director, Air Control System. Major Robert Smith, an October 1961 call-up, came to the school in December 1961 from the Air National Guard at Lambert Field, St. Louis. He is the School's chief of Student Services.

As this issue of *The Air Reservist* goes to press AGOS is graduating such expert Air Reserve tacticians as Brig. Gen. Russell F. Gustke, commander, 446th TCW, Ellington AFB, Texas; Col. Arthur C. Carroll, commander, 94th TCW, L. G. Hanscom Field, Mass.; and Col. Donald J.

Campbell, commander, 302d TCW, Clinton County AFB, Ohio.

Brig. Gen. James O. Guthrie, AGOS commandant, coined the word "Jointmanship" a little less than a year ago. He sought to pin-point a meaning that was not necessarily inherent in "unification," "togetherness," or any other concept that did not actually tighten the nuts and bolts of cooperative combat effort into absolute unity, down to the last detail. The School gets this done through its two main courses. One is the 3-week Combat Operations Specialist Course established in July 1960; the other is a concentrated one-week course for senior colonels and general officer grades. In the syllabus of these courses lies the crux of "Jointmanship."

During the School's 11 years of growth under Tactical Air Command, neither its curriculum nor its operating pattern duplicated the work of any other service school. The war colleges taught their broad concepts; the Infantry School at Ft. Benning pointed up the need for joint combat operations; Naval and Marine forces learned their roles in cooperative combat effort. But until the advent

of USAFAGOS courses, all of the whos, whats, whys, whens, and wheres of a solidly cohesive team had never been consolidated in the down-to-the-last-man, down-to-the-last-aircraft, down-to-the-last-ship principle demanded in the myriad types of "limited" wars with which a troubled world now has to cope.

At USAFAGOS, students express a "now-we're-getting-someplace" interest when ground and air commanders learn that both courses adequately cover Navy-Marine type tactical operations involving the use of firepower, amphibious operations and Navy-Marine airpower. Counterparts of each service also benefit when Army instructors delve into the intricate problems of control systems, coordination of Army, Air Force, Navy and Marine firepower, and the many related areas involving a combat effort by paratroop Marine and Army ground forces.

In selling the joint operations theme the school makes it students STRAC and CASF conscious. The Tactical Air Command's Composite Air Strike Force (CASF) and the Army's Strategic Army Corps (STRAC) have been established for the specific purpose of handling limited or brushfire wars.

The importance of this school to the Reservist is paramount. And should he join his counterparts among the Regulars of all the services, he will learn that they too place the highest priority on AGOS training.

Qualified Air Force Reserve and Air National Guard members may apply for enrollment in the school through their training sections.

In March, the Air Force Communications Service held its first Orientation and Indoctrination Conference for Air Reserve Forces communications units. The conference keynote was AFCS' use of ANG and AFRes to extend the "reins of command."



The weapon systems of today have so compressed distance and time that the need for communications speed, accuracy, precision and dependability are more important to the success of a mission than they ever were before.

President Kennedy, our Commander in Chief, directed the assurance of positive, selective and continuous control of our military forces. Such assurance in the aerospace age places a demand on communications for immediate responsiveness to the individuals controlled.

Responsiveness in the Air Force requires "adequate, reliable and accurate communications, navigation aids and air traffic control." Providing this capability—providing the reins of command—is our job.

Skilled people, more than sophisticated equipment, are the ingredient that can guarantee communications effectiveness. The 76 Air National Guard and Air Force Reserve organizations which comprise about one-fifth of our total manpower resource play a definite and important part in Air Force Communications Service plans for providing communications for the Air Force.

In time of national emergency, AFCS would be the gaining command of an organized force of some 10,000 Reservists. With the proper training and equipment, these skilled people can add an immediately available potential across the spectrum of AFCS mission responsibilities.

*Air Guardsman uses mobile equipment to transmit
Reservists provide communications capability
in support of the AF in emergency*



*By Maj. Gen. Kenneth P. Bergquist
Commander, Air Force Communications Service*

Our mission presently calls for us to provide four services: on-base communications, long haul point-to-point communications interconnecting all Air Force installations, flight facilities, and air traffic control at USAF bases in the United States and overseas.

A fifth responsibility lies in the area of Emergency Mission Support. We have three active Air Force mobile communications organizations equipped and trained to accomplish all four of the above named functions on an as-needed, wherever needed, basis.

Air National Guard and Air Force Reserve units, assigned to the command for training, complement the capability of these three mobile organizations, and can support the operation of our fixed facilities. So far as mobile operations are concerned, the Reserve organizations can rapidly augment our standing capability.

USAF is presently in the process of integrating communications responsibilities from the various commands to AFCS. An integral and important part of this growth is our increased responsibility in the area of training and inspection of ANG and AFRes organizations. In keeping with our belief that these organizations are an essential part of our total communications resource, we recognize a challenging responsibility to see that they are equipped with up-to-date hardware that can play dependably and in harmony with the gear that is being used by active duty elements.

Programs are in being to up-date the equipment inventory authorized for our Reserve components, and are being pursued vigorously to put the equipment in the hands of the men who must be trained to use it.

The mission of the Air National Guard and the Air Force Reserve units does not duplicate the functions now being accomplished by active duty organizations; it complements and augments our everyday mission. It will provide, in some instances, a kind of communications that would only be required during an actual emergency.

Because of this, we also recognize a challenging responsibility to provide the most realistic training possible for the personnel of our augmentation forces, so that they will be ready, individually and as dedicated organizations should they be called upon.

As an example of what AFCS has planned, so far as realistic training is concerned, the District of Columbia's 231st Mobile Communications Squadron (ANG) will accomplish, as part of this summer's training, a task that would normally be assigned to an active duty unit. This unit's live mission will be "to provide air traffic control, navigational aid and point-to-point communications in support of flying activities at Phelps-Collins ANG Base, Alpena, Michigan from July 7 through August 19."

It will deploy its six elements in increments of two units for each two week segment of the six week schedule. The 231st will move from its home base near Washington, D. C.; the 232d from Montgomery, Ala.; the 235th from Ft. Wayne, Ind.; the 236th from Hammond, La.; the 238th from Meridian, Miss.; and the 240th from McIntire ANG Base, South Carolina.

In another summer training exercise, some 4,500 people in ANG communications organizations on the West Coast, the Central United States and the Eastern Seaboard will provide emergency communications, simulating an actual wartime condition.

To be fully effective, all of our training must accomplish three basic purposes; it must add to the ability of the individual airman, it must demonstrate the capability of his organization, and it must provide us with knowledge for the planning of future operations.

We recognize that the Air National Guard and Air Force Reserve are indeed a part of the total communications resource. Our objective is to gain a greater overall communications capability for the Air Force, by assuring that our Air Reserve Forces units are equipped and trained to make the most of their potential, and that they are assigned tasks compatible with their capability and complementary to the overall mission of AFCS.

An Air Guardsman jacks his mobile equipment off its wheels to provide the stability necessary to dependable communications operation.



Another key skill necessary to the "Reins of Command" is demonstrated by this Ohio Air National Guard wire maintainer.



AIR MAIL



Q. May service with Volunteer Air Reserve Training be counted as satisfactory Federal service for retirement purposes prior to July 1, 1949?

A. Yes, service with Volunteer Air Reserve Training is an assignment within the Air Force Reserve and is included in the computation of years of satisfactory service at the rate of 50 points per year prior to July 1, 1949.

Q. I was eliminated from Aviation Cadet Training due to medical deficiency after ten months active duty. I am now receiving 10% disability from the Veterans Administration. Am I entitled to a discharge from the Air Force Reserve or am I subject to mandatory participation in the Air Force Reserve?

A. The award of disability compensation by the Veterans Administration is a separate determination and is not necessarily cause for medical disqualification from military service. A person may be physically disqualified for flying training but qualified for general service. An enlisted Reservist need only be qualified for general service to be retained in the Air Force Reserve. A person who has not served on extended active duty for 12 months may be required to participate in Reserve training as a Ready Reservist if a mobilization requirement exists.

Q. May service in the Citizen's Military Training Corps and the Reserve Officers Training Corps be counted as satisfactory Federal service for retirement purposes prior to July 1, 1949?

A. No. Service in the Citizen's Military Training Corps and the Reserve Officer Training Corps is not considered Federal service and is not satisfactory service for retirement purposes.

Q. While on active duty my Air Force Specialty was 70230, Apprentice Administrative Specialist. Since my release I have worked as a laboratory assistant for three years. I would like my Air Force Specialty Code changed to 90430, Medical Laboratory Specialist.

A. Airmen may be designated as By-Passed Specialists when they are eligible for award of a semi-skilled (3) level speciality by virtue of prior civilian or military occupational experience or schooling. Qualification on appropriate (3) level Specialty Knowledge Test is mandatory. Specialty Knowledge Tests may be administered to Reservists not on active military service by Reserve units; however, personal appearances for testing and interview must be made at no expense to the government. Suggest you contact the personnel officer in your unit of assignment for information concerning administration of SKT.

Q. I am an employee of the Federal Aviation Agency in Alaska and they will not sign a release for training with the Air National Guard. Can I get an Air Force Reserve Assignment or a job with a Reserve unit?

A. You are not eligible for a Ready Reserve assignment as all Federal employees must submit a certificate of availability signed by their immediate supervisor. Only those Reservists who are immediately available for call to active duty may be assigned.

Reservists may obtain these books by mail order (at listed prices) from the Aerospace Book Club, 7801 Old Georgetown Road, N. W., Washington 14, D. C. The Club, established by the Air Force Association at the specific request of the Air Force, offers club members the opportunity to purchase certain of these and other aerospace books at substantial discounts. Reservists also may obtain recommended books at reduced rate from the Air University Book Department, Maxwell AFB, Ala.

Aeronautics and Astronautics: An American Chronology of Science and Technology in the Exploration of Space, 1915-1960, Eugene M. Emme [Major, AFRes], (Government Printing Office, \$1.75).

Strike from the Sky, Alexander McKee (Little, Brown \$4.75). An exciting and suspenseful account of one of the greatest air battles of World War II, the Battle of Britain, as it was witnessed and documented by the author who visited the targets, talked to the pilots, and chronicled the action. Written largely from the combat pilot's point of view.

America: Too Young to Die, Major Alexander P. DeSevensky (McGraw-Hill, \$4.95). Airpower pioneer designer, flyer and thinker examines present US military policy and defense forces, capabilities of atomic warfare, and our present aerospace forces. Deals with concepts and forces necessary to win cold war and suggests types of aerospace forces necessary to prevent atomic aggression by the Soviet Union.

AEROSPACE LIBRARY



The Saga of Flight, Neville Duke and Edward Lanchbery, eds. (John Day, \$5.95). An anthology of articles on flying, from the time of Leonardo Da Vinci, who tried to unlock the secrets of the birds, to today's test pilots who are probing the fringe of outer space. Including contributions by Benjamin Franklin, Orville and Wilbur Wright, Nordhoff and Hall, Rickenbacker, Lindbergh, Richard E. Byrd, Yeager and Everest, this is a unique and gratifying picture of man's attempts to master the air.

Air Force Combat Units of World War II, edited by Dr. Maurer Maurer (Government Printing Office, \$2.50). A complete, comprehensive historical encyclopedia of Air Force combat groups active during WWII; bombardment, fighter, reconnaissance, troop carrier, that served overseas and in the ZI. Also includes combat organizations above group level. Coverage of each unit is not confined to WWII period but in cases when organization predates WWII is traced back to origin and forward to January 1, 1956. Groups are presented under designations they carried on September 2, 1945. Each group is presented with its insignia, lineage, operations, assignments, aircraft, components, stations, commanders, campaigns, and decorations.

Drama is present daily somewhere in the 52 wings of Civil Air Patrol. This wartime emergency organization of 20 years ago—some of those World War II civilian volunteers are still flying missions—continues to fly more hours than all other military and civilian agencies combined in the national Air Rescue Service Program.

CIVIL AIR PATROL NEWS

At 9,000 feet, perched in his battered Cessna 172 on Mt. Timpanos, Utah, Joel T. Honey of Needles, California, munched on meager "leftovers." His companion had died five days earlier at the instant of the crash. Honey had suffered several broken bones. The wreck was spotted by a CAP pilot of Utah Wing and the Utah County Jeep Patrol, mounted horses, CAP and other volunteers laboriously climbed the rugged country to rescue the lone survivor. . . . Tragedy struck the six-member Thomas Hughes family of Florissant, Missouri, but an alert Ohio Wing pilot spotted the family's plane wreck near Cincinnati. Pilot Allan Fritz landed in a nearby field. Searching the wreckage, he found three Hughes children, ages 11, 10 and 4, still alive. Mother, father and an 8-year old daughter were dead. . . .

These are just two of the more dramatic roles that CAP pilots played in national search and rescue last year. One gigantic search involved CAP wings, from Connecticut to Georgia, with hundreds of pilots and ground teams looking for a small plane lost enroute to Central America from New York. Three hundred CAP radio stations helped coordinate this fruitless search. . . .

This is the type of emergency that on for Civil Air Patrol the title "Flying Minutemen" and the almost forgotten motto "Semper Vigilans" (always vigilant).

The Emergency Services core of experienced search pilots will lead the new Owner-Pilot Specialists as they appear on the rolls. OPS are aircraft owners who join CAP to offer their services for emergencies.

Brig. Gen. Joseph A. Cunningham, commander of Air Rescue Service, declares "Civil Air Patrol is our main source of assistance and its contributions make the National SAR (search and rescue) Plan an effective tool in the protection of our distressed citizenry . . ." CAP has been coordinated under Air Rescue Service (MATS) in the national Search and Rescue Plan since February 1960.

During 1961 CAP flew 11,214 sorties for a total of 20,361 hours in support of USAF-authorized search and rescue missions. This is 63 percent of all flying hours by all military and civilian agencies combined.

The number of missions in which CAP participated last year more than doubled the 1960 figure. In 1960 CAP flew 216 missions and 9,873 sorties; in 1961, 442 missions and 11,214 sorties. Air Rescue Service reported that during the year CAP

assisted other agencies in accounting for 1,232 survivors of air crashes in the continental U. S. The total activity for all agencies during 1961 was 32,135 flying hours in 16,902 sorties.

Civil Air Patrol records show slightly more than 4,100 member- and corporate-owned aircraft and 8,980 licensed pilots in 52 wings.

CAP's concerted drive to gain more members and more active persons for its emergency work has increased the number of licensed radio "stations" to 14,701. These stations are usually small transceivers in homes, autos and some in private aircraft.

There is a surge of interest in CAP's unique place in this aerospace era. This year Civil Air Patrol comes of age—21—an excellent period in life to begin amassing the wealth of 160,000 members the volunteer organization hopes to have by 1966.

Two flights of AT-6 search craft of the San Fernando Airport Squadron 35 standy ready "at the drop of a flare" for search and rescue missions.



GROSS COUNTRY



EXEMPLARY RECORD—Airmen of the 109th Air Transport Group (MATS) at Schenectady, N.Y., have been cited as an "example for every military unit in the United States" by District Attorney D. Vincent Cerrito. During the six months the recalled New York Air Guard unit has been on active duty there has not been a "single reported violation of the penal law." The District Attorney said "the people of Schenectady are proud to have such an outstanding military organization in their community." Commander of the 109th is Lt. Col. John C. Campbell, Jr.

CAREER MINDED—Nine airmen of Peoria, Illinois' 169th Tactical Fighter Squadron (ANG), recalled last October have become Air Force careermen with new four year enlistments. The new enlistees range in age from 23 to 38 and in rank from A1C to TSgt. The former Guardsmen are A1C John L. Burris, A1C Donald E. Browder, TSgt. Robert J. Bechtel, SSgt. Cecil K. Hudson, SSgt. Kenneth E. Wheeler, SSgt. Jerald P. Kneer, SSgt. William Schultz, A1C Norman H. Wenzel, and A1C Robert D. Martin. Airmen Burris hails from Wichita, Kansas and Airman Martin comes from Halifax, Nova Scotia. The other seven are natives of Illinois.

SOUNDS OF FREEDOM—Continental Air Command has received the George Washington Honor Medal from the Freedoms Foundation of Valley Forge. CONAC was named for the award in the Government agency category in recognition of its "Sounds of Freedom" radio series. "Sounds of Freedom" is a series of 13 quarter-hour musical documentaries relating in song and narrative the story of America, past and present, emphasizing our free way of life and the role of the Air Force Reserve in maintaining freedom. The series has met with widespread acceptance in almost 3,400 AM stations. CONAC won a similar award for its 1960 "Sounds of Freedom," an hour-long show aired by CBS.

PRAISE FROM MARINES—The Missouri Air National Guard's 180th TAC Recon Squadron has rated a pat on the back from the U. S. Marine Corps. A Marine R4D-8 was forced down at Rosecrans Memorial Airport, St. Joseph, at midnight. The Marine flyers landed and found Air Guardsmen immediately available to help get the craft airborne. When CWO Edward M. Worley, CMSgt. Claude Folks and members of the Squadron's maintenance department learned that the engine required replacement, they went into high gear. The letter of appreciation from the Commander of the Marine Corps Air Facility at Jacksonville, North Carolina stated "The high degree of technical knowledge displayed by these personnel and their excellent cooperation greatly facilitated the problem of the engine change."

Short Hops

Tactical Air Command's Unit Achievement Award has been presented to the 162nd TFSq at Springfield, Ohio. The Award was made in recognition of the 162d's accident free record during 1961. Soon after the unit was activated last October it received the Frank P. Lahm Air Safety Trophy from the Mansfield, Ohio Chamber of Commerce for more than 10,000 accident-free flying

hours compiled during 1959 and 1960 . . . 144 officers assigned to the Air Force ROTC program have been promoted recently. Almost all have baccalaureate degrees and many have advanced degrees as well. Eight colonels were listed along with 83 LCs, 53 majors in the FY 62 temporary promotion program. The AFROTC program is presently in effect in 173 colleges and universities. . . . The 388th Bombardment Group hold its 13th Annual reunion at the Gratiot Inn, Port Huron, Mich. July 6-8. Information may be obtained from Edward Huntzinger, 863 Maple St., Perrysburg, Ohio. . . . Mr. Lee C. Lingelback, director of civilian personnel at Hq CONAC has received the Exceptional Civilian Service Award for his role in developing the Air Reserve Technician program. The decoration is the highest Air Force honorary award which can be conferred upon a civilian employee meriting the recognition of the Secretary of the Air Force. In the ART program civilian employees don their uniforms and perform their military training doing work similar to their civilian jobs.

Congressman Stephen B. Derounian of Roslyn, N.Y. inspected new facilities of the 9110th Air Reserve Recovery Squadron located at Roslyn's Air National Guard base. He was briefed later on the Recovery program and the role Reservists are playing in its successful operation. . . . Darrell Holt, Manager of Radio KOYN at Billings, Mont. has received a certificate of tribute from the 9603d AFRRSq. for his station's significant contributions to the Reserve recruiting program.

Over 100 employers and business leaders attended a recent "Employers Day" open house at the Vermont Air National Guard base at Burlington. Highlights were an orientation and a mock intercept scramble staged by the Air Defense Command site at Topsam, Maine. A movie was also shown explaining the Vermont ANG and its F-89J mission in ADC. . . . Flying safety awards have been presented to 29 pilots of the 119th Fighter Group as part of a new program instituted by the North Dakota Adjutant General's office. The awards are given to ANG pilots who compile 1,000 accident-free flying hours in military aircraft. . . . Major Louis T. Johnson, director of candidate advisory service at the Air Force Academy has received a certificate of appreciation from the Missouri-Kansas Academy Liaison Group in recognition of his outstanding contributions to the program. . . . Aircrews of Minnesota's 133d Air Transport Group (MATS) have been facing a perplexing problem. Returning from grueling 10,000 mile MATS cargo missions to Europe, they found their automobiles buried by heavy snowfalls, making the last ten miles home the most hazardous. . . . Indiana Air National Guardsmen can be identified readily by their 1962 automobile license plates. Separate plates are being issued to Army Guard and Navy Reserve members. Each service branch will have a different color. The plates are issued as assigned unit property.

What is believed to be a record for an Air Force squadron was achieved by Compton's 148th Communications Squadron, California Air National Guard. Of 20 airmen administered the five-level Com Center Specialist Skill Knowledge Test all passed with flying colors. . . . Six pilots of the currently activated 122d Tactical Fighter Wing at Baer Field, Ft. Wayne, Ind. have volunteered to attend and participate in the Army's three-week parachute jump school at Ft. Benning, Ga. The pilots are presently attached to the 112th and 113th Tactical Fighter Squadrons at Toledo and Terre Haute.

REPORT FROM WASHINGTON...



THE WHITE HOUSE—President Kennedy made the following statement on the recall of Air Reserve Forces personnel during his press conference April 11:

"Our permanent buildup is, of course, still going on. But I can now report that we have reached the point where we can determine that in August of this year, unless there is a serious deterioration in the international situation in the meantime, we shall be able to release National Guard Divisions and the Reserves who were called to active duty last year.

"We are, and will remain, prepared to do what is necessary to protect our own interests and the security of our friends and allies. The substantial increase in combat power that has been achieved in order to permit release of the Guardsmen and Reservists will be maintained. To the extent that Reserve units are now stationed in Europe (as is the case of tactical fighter squadrons), we are making detailed plans to replace them with equivalent regular units.

"This release is not the result of any marked change in the international situation, which continues to have many dangers and tensions. It is the result, rather, of our successful build-up of permanent instead of emergency strength. The units we release will remain available, in a new and heightened state of combat readiness, if a new crisis should arise requiring further service.

"I know that I speak for all Americans in paying tribute to all those whose emergency service in this year of growing national strength is doing so much for the national interest. Their ready response to our call to duty has been a most important element in the defense of freedom everywhere in these last months."

THE PENTAGON—A completed study and legislative proposals for a possible wide-sweeping change in the military pay system are slated to reach the President's Panel on Federal Salary Systems before Nov. 1. The Defense Department anticipates "any recommended legislation will be readied for submission to Congress early in 1963." The President ordered the study "of the entire spectrum of military pay, allowances, benefits, including retirement, and all other facets of the military pay system."

Names of 6,054 non-active duty officers selected for ROPA promotion to major have been released by Hq, USAF. These selections were made from a total of 6,935 captains considered. Of those passed over,

829 were deferred for the first time; for the remaining 52 it was a second deferment.

The Air Force Awards Branch has advised that eligibility to wear the Air Force Longevity Ribbon and service clusters is authorized only for active duty service. The award criterion calls for four years of active duty. Each cluster represents four additional years on active duty. The Armed Forces Reserve Medal is given in recognition of Reserve service. This award represents a total of ten years service as a member of a Reserve component on either active or inactive duty. An hourglass device is awarded for each subsequent ten years of service.

The Extension Course Institute has revised course 7200, **Information Officer**, and has placed it back in the active curriculum . . . Course 7531, **Hand, Shoulder and Base Defense Weapons**, was activated in March. This is a new education course for Air Force instructors teaching the maintenance of these weapons.

ON THE HILL—Bills before the Congress include measures which will provide equal readjustment pay for reserve officers, vis-a-vis regular officers, who are involuntarily released from active duty (H.R. 8773) . . . That retired pay be computed under the 20 May 1958 pay bill rate for those retired before that date (H.R. 4331 and S. 626) . . . legislation to entitle reservists to retired pay when they become eligible and have applied rather than the first day of the next month; this will prevent loss of benefits to dependents under the Contingency Option Act if death occurs between date of eligibility and the following month (DOD 87-80) . . . legislation to preclude officers from retiring under the 20-year active duty law in a grade higher than that served on active duty (DOD 87-144) . . . the establishment of a modified ROTC program to be accomplished in the last 2 years of college. Summer encampments will be included along with scholarships for the two-year program. Four year ROTC programs will be phased out except at military colleges (DOD 87-106) . . . Per diem for Reservists on active duty for training similar to full-time active duty people, i.e., per diem in addition to pay and allowances (H.R. 4776) . . . the same basic allowance for quarters to an enlisted member of a reserve component on active duty for training as if he were a member of a regular component; would eliminate requirement for Class Q allotment for E-4 and above (DOD 87-151).

Space is a new frontier for all the world. We are facing an opening into a realm which has no bounds. Man is on the threshold of an expansion era which dwarfs every previous opening into new territories of his Earth and his knowledge—EUGENE M. ZUCKERT

AIR FORCE POINT OF VIEW

DETERRENCE . . .

In his statement to the Senate Preparedness Subcommittee recently, Vice Chief of Staff Frederic H. Smith, Jr., included the following:

"We should examine the good things about our national character as well as the bad. For example, during the Korean War, more than 7,000 Americans were captured. Most of them were captives for about three years. After repatriation, and after all the facts were studied on the cases suspected of collaboration, misbehavior and the like, 14 were brought to trial and 11 were convicted. These 11, plus the 21 who refused at first to return, add up to less than 2/10 of 1% of the total captured. This, of course, is two-tenths of one percent too many, but, at the same time, more than 87,500 of our servicemen in Korea got awards for exemplary conduct—79 got the *Medal of Honor*. Thousands of the captured died as heroes; and thousands of others who were never captured died as heroes. Moreover, thousands of other heroic Americans fought and survived without capture and are in our Armed Forces or in civilian life today.

"Americans are not decadent; I have strong faith in our people, young and old.

"It is a good thing, I believe, to look at the faults of our Nation, wherever we can find them. Only by first doing this can we correct them. But it is dangerous to dwell on them too long. It is debilitating and depressing to concentrate our energies on talking of our weaknesses. We have faults, yes; the enemies of our way of life will not let us forget them. But we have strengths, too.

We have a country and a way of life to be proud of. We have traditions of liberty and independence that are basic in the natural political desires of all mankind. The wave of the future is not slavery, but freedom.

"I believe that we can find in our heritage much more to give us hope than despair. We have reason to be confident, if we understand our heritage, and what it demands of loyal, well informed Americans. I say this because I believe that the task of deterring war, while we work toward peaceful solutions, is most likely to be carried out successfully by a confident, unified, resolute people who are well informed of the entire scope of the long struggle for freedom and justice."

BUDGET . . .

Air Force Budget Director, Maj. Gen. Jack G. Merrill, recently told the Senate Appropriations Committee that some of the most significant items to be financed from Research, Development, Test and Evaluation Funds for FY 1963 are:

- Development of a Mobile Medium Range Ballistic Missile and Advanced Intercontinental Ballistic Missile.
- Development of the *Titan III*.
- Penetration aids for ballistic missiles.
- TFX tactical aircraft.
- Major space programs including *Midas*, *Dyna-Soar* and *Discoverer*, as well as Satellite Inspector, SPADATS, Large Solid Booster, Agena D, and Aerospaceplane components.
- Transport aircraft.
- GAM-87A *Skybolt* missile.
- B-70 aircraft.

BOMBERS . . .

The battle environment of strategic bombers was described by Secretary of Defense McNamara in his budget presentation to a Senate Committee in January. The implications for both offensive and defensive aerospace forces of the United States are obvious in the following observations by the Defense Secretary:

"We must in prudence assume that the Soviet Union in an attack on the United States would strike first with its missiles and then with its manned bombers. In that event, the effectiveness of the existing air defense system could be seriously degraded before the enemy's bombers could be engaged, and therefore would have limited effectiveness once the Soviet achieves a substantial Intercontinental Ballistic Missile force."

The limited effectiveness of an enemy's air defense against our strategic bombers, which would make their strikes after the enemy air defenses had been hit by our missiles, is a fact to consider in evaluating the capabilities of piloted aircraft and aerospacecraft in modern day warfare.

COUNTERSTRIKE . . .

Controlled counterstrike against military forces, rather than cities was discussed as a desirable option by the Deputy Secretary of Defense in a talk to a meeting of the Electronic Industries Association on March 15. Describing some studies made by the Defense Department in arriving at current strategic policies, Mr. Gilpatric said that "when ever possible, we thought in terms not of total retaliation, but in terms

of a response sufficient to prevail." His explanation:

"It might not, for example, be our objective to inflict maximum damage on the enemy. Instead, our primary purposes might be to bring the conflict to an end favorable to us and to minimize damage inflicted on ourselves, our allies and neutrals. We might, for example, wish to limit our retaliatory strike to knocking out the enemy's bases before he has had time to launch his second salvos and at the same time force him to meet our terms by threatening to destroy his cities in future attacks.

"Whether or not we decide to adopt such a strategy might depend very much on how successful the enemy's initial attack was, and whether it concentrated on our bases rather than our cities. Or we might, to continue the speculation, wish to attack some countries in the enemy bloc while avoiding others.

"By developing a command and control system that will survive, we preserve the flexibility to make such choices in the light of the developing situation . . ."

OPINION . . .

One young officer's opinion, which might be shared by many others, was expressed at the USAF World-wide Career Motivation Congress in January by 1Lt. Jerry E. White of Air Force Systems Command. A guest speaker at the opening ceremonies, Lieutenant White made a number of observations which should be of wide interest in the Air Force. He said:

"The crucial time in career motivation [of the new officer] is during the first tour and in the first job. Certainly, no one would want to stay in unless he had been satisfied during this initial period. Looking back on my first year, I can see where much could have been done to make me more aware of what was offered in the Air Force. During the first fifteen to ninety days in the service there should be an intensive program of indoctrination, which would be a combination of the efforts of Personnel and the officer's commander.

"In addition to briefings on the Air Force life and career, he must be impressed with the fact that he is first an officer, and second a pilot, navigator, engineer, or manager. Not only should he be given information and attention, but also the wife should be thoroughly informed about the base facilities, medical procedures, his job and his future. She must be given special attention, for what she thinks will play a great part in his decision."

GOOD PEOPLE . . .

Benjamin W. Fridge, the Special Assistant to the Secretary of the Air Force for Manpower and Reserve Forces placed "some of the cold hard facts" about "the retention business" before the recent USAF World-wide Officer Career Motivation Congress.

"It costs nearly \$10,000 and takes about two years to train an airman in electronics to the point where he is pulling his share of the load. And we don't train just any airmen, we pick the ones with the most aptitude and the ones who have an interest in a service career. In spite of that, in certain critical skills, we are losing as high as four out of five of our young airmen after their first enlistment.

"We are losing six out of ten of our young officers after they served their obligated tour of duty. Here, again, we have a lot of waste. I don't think we can overcome this problem by trying to pay our people the same kind of money they can get in civilian life. The level of pay is really only a part of the answer . . . I do think, however, that we should strive for comparable compensation so there isn't too great a difference between industrial and military pay scales.

"Where I think I would make up the difference would be in the fringe benefits: better commissary and exchange privileges; better recreational opportunities, better housing. These fringe benefits not only make sense but are available at very little cost.

"Over the past several years we have spent only about \$83 from public funds per man per year for all the clubs, dormitories, dining halls and athletic facilities we built for him during that period. Just as a matter of economics, that doesn't make any sense at all. We take an airman, spend a lot of time and money to train him, put him on a remote base somewhere with very little income, and then force him to go off the base to compete with higher paid civilians for his recreation. Partly due to this, he becomes dissatisfied with the service and we lose him—and our \$10,000-plus investment. . . .

"One of the main reasons our people leave the service is they can't take their families with them to some of our remote bases. We are losing trained men because we can't provide them with housing, and because there is inadequate private housing in many of our installations. And, yet, here during the past seven years we have committed only \$1,350 per man per year for housing. You might make a case of spending that much or more if you weren't going to get it back,

but the point on this, the housing business, is we get all of it back out of the quarters allowance.

"I have asked for a study project to be started in the Air Staff which will point up the need for better schools, better housing, better churches and other related items, which will really tell the story to the necessary reviewing agencies to show how and why these items are closely related to retention of our badly needed high cost airmen and officers."

American Ideals



"Do our citizens fully appreciate what they are fighting for? This is the key question. . . . We are fighting—not to conquer, not to destroy, but—to preserve and strengthen the integrity of free government, the dignity of man, the worth of the individual personality. We are fighting for the supremacy of law, for the rights of free speech, free assembly, free press, the right to worship God. . . .

"The cause of freedom is not advanced by persons or organizations which make it a fetish to grant our enemies privileges that law-abiding citizens themselves do not enjoy or seek. Nor is the American tradition fostered by those self-professed experts who promote hysteria by distorting the truth and misrepresenting the facts concerning the internal enemies of the United States. We should not minimize the threat and challenge of communism for one moment. But we must guard against the hysterical and irrational approach.

"Our strength lies in our firm belief in freedom and a determination to maintain our freedom with sound, informed understanding of American ideals and principles. There still is virtue in the old-fashioned American belief in fighting for ideals, as well as against evils."

J. Edgar Hoover
Director,
Federal Bureau of
Investigation

RESERVE CAMERA

① CONAC Librarian Wm. J. Nesbitt reviews book with Bernice Johnson (l) and Lenora Paul at Eastern Regional Reference Library, Robins, AFB, Ga. The Library is one of three within CONAC having responsibility of providing technical publications to AF Reservists. ② Lt. Gen. Gordon A. Blake, CONAC commander, receives 100% CONAC Safety Pledge roster from the 8582d AFRRGp. Col. Jack E. Daniels, Group commander, makes presentation while Col. Wm. J. Feallock, 2483d Reserve Sector commander, looks on. ③ Members of the 119th

TFSq, Atlantic City, N.J., rushed aid to disaster victims at Ocean City, Md. during March floods. Here Maj. Percy Miller, flight surgeon, treats infant in emergency dispensary set up in local high school.

④ Maj. Jack Milne (r), 8372d AFRRGp, Philadelphia, Pa. was selected Clerk of Course for the Marine Corps Relays held in April. This was the sixth consecutive year he received this honor. Shown with Major Milne is Major Richard Pape, USMC, Relays Director.



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Reference

JUNE-JULY 1962

the air reservist



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The Official Magazine Of The Air Reserve Forces

the air reservist

OFFICIAL MAGAZINE OF
THE AIR RESERVE FORCES

VOL. XIV—No. 6

JUNE-JULY 1962

AIR FORCE RESERVE AIR NATIONAL GUARD
CIVIL AIR PATROL

General Curtis E. LeMay
Chief of Staff, United States Air Force

Maj. Gen. Chester E. McCarty
Ass't Chief of Staff Reserve Forces, USAF

EDITOR
Fred E. Giachino

ASSOCIATE EDITOR
Thomas Wright Jr.

PHOTOGRAPHS: Capt. Robert Preston, in civilian life the art director of WTOP-TV, Washington, D.C., took many of the photos illustrating this special issue while on a 30-day tour of active duty visiting Air Reserve Forces units in Europe. Staff photographers of these units in the U.S. and Europe also contributed photos.

The Air Reservist is an official publication of HQ USAF approved by the Secretary of the Air Force in accordance with Section 278, Title 10, U. S. Code. This section requires the dissemination of complete and up-to-date information of interest to the Air Reserve Forces.

Editorial Office: The Air Reservist
P.O. Box 423, Bolling AFB, Washington 25, D. C.

The material contained in The Air Reservist is listed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by Hq. USAF.



the cover

A needle-nosed F-104A, under cover in former Luftwaffe hangar at Ramstein AB, Germany, is checked for readiness by its pilot. Two ANG F-104A squadrons called during the Berlin crisis operated from the base. They were the 151st and 197th Tactical Fighter Squadrons, from Tennessee and Arizona, respectively.

...PEOPLE



Eugene M. Zuckert, Secretary of the Air Force, congratulates Air Reserve Forces in this special issue on their "superior" performance during Berlin call-up. He foresees continuing Reserve importance in capabilities of our aerospace force of the future. For story see facing page.



Lt. Gen. Edward J. Timberlake is the new commander of Continental Air Command. He replaces Lt. Gen. Gordon A. Blake. West Pointer Timberlake began flying in '32. He helped plan Ploesti raids during WW II. Most recently he was d/c staff for personnel, Hq., USAF.



Brig. Gen. James L. Riley assumes command of the 4th Air Force Reserve Region this month. He relieves Brig. Gen. William K. Skaer. General Riley began his military career in May 1941 when he enlisted as a private in the Georgia National Guard. His latest command was the Air Reserve Records Center, Denver.



Maj. Thomas W. Miller, 8498th Navigator Training School, Andrews AFB, Md., won top Reserve navigator title at recent 6th Annual Reserve Navigation competition, Ellington AFB, Tex. Miller is director of information for the National Labor Relations Board in Washington, D. C.



TSgt. Jim Cann, 144th ATSS, Alaska ANG, won trophies for airmanship, 1st place bombing, two place plane bombing, and spot landing and overall competition at Alaska Air Fair in March. . . . A full time air technician, he commutes by air from his homestead at Goose Bay.

*By Eugene M. Zuckert,
Secretary of the Air Force*

AIR RESERVE FORCES PROVE READINESS...

Once more this nation owes a debt of thanks to the officers and men of its Air National Guard and Air Force Reserve.

Korea and now Berlin have clearly demonstrated that our Reserve components are well

prepared to carry out their important mission.

The spirit and dedication with which our citizen airmen responded to the Berlin contingency call-up marks a notable achievement for our Reserve forces and is in accord with the finest tradition of the military service.

This peacetime mobilization was precedent-breaking. Approximately 27,000 members of the Reserve—21,000 Air National Guardsmen and 6,000 Air Force Reservists—were called to active duty.

Eleven tactical flying squadrons and one tactical control group were deployed to Europe. In one month after call-up they had flown more than 200 jet fighters to bases overseas. These included F-84Fs, F-86Hs and RF-84Fs. This was the largest single overseas flight of such aircraft ever accomplished, and it was done without accident, a record of which every Reservist can be justly proud.

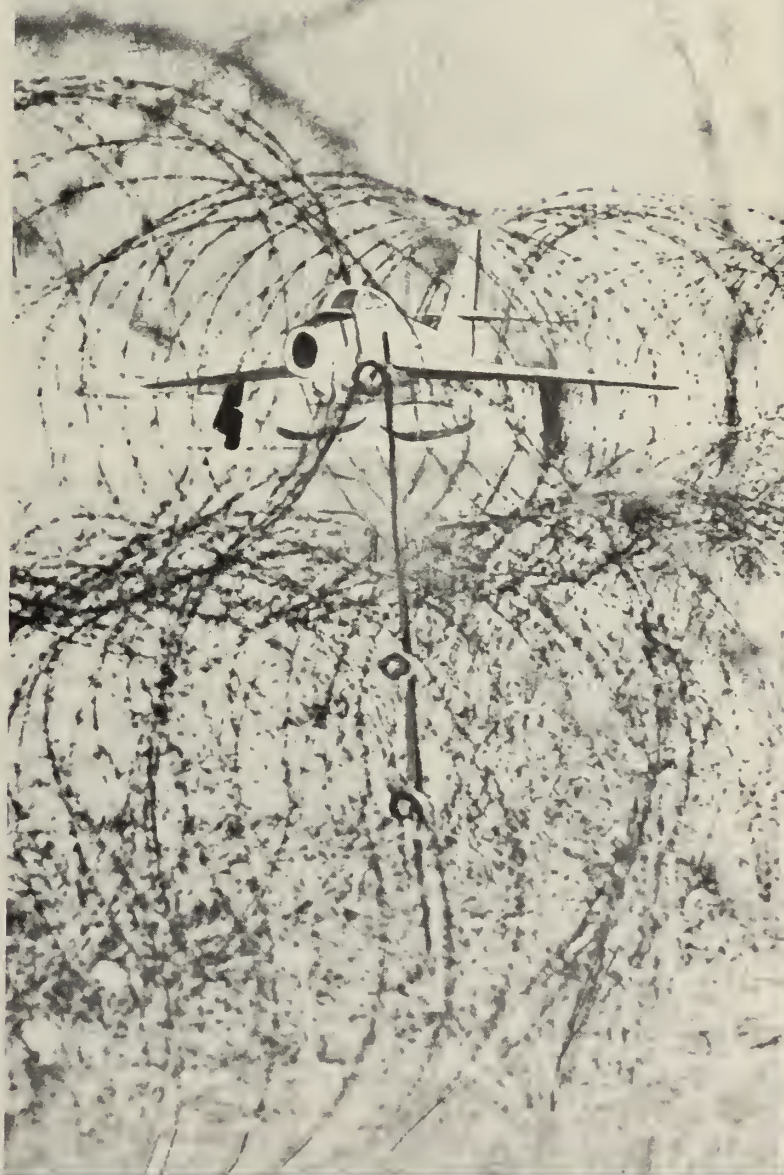
These units were directed to be fully ready for their active duty mission by January 1, 1962. They were—d in most cases, well ahead of schedule.

The F-104 deployment exemplified the speed, efficiency and professionalism with which our Reserve forces met the crisis. When those units reported for active duty on November 1, 1961, they faced two immediate jobs. One was to dismantle their airplanes for shipment overseas in big transports. The other was to reorganize for a change from air defense to a tactical fighter mission.

Just 10 days after their recall, they began to move the main body of their personnel and aircraft overseas. Even more remarkable was the fact that the first of these units to become operational in Europe was standing 24-hour runway alert exactly 24 days after they were recalled.

Equally important was the record of the combat ready units of the Air Reserve Forces which were recalled but remained stateside, ready for immediate deployment overseas. The fighter and reconnaissance units of the Air National Guard, along with troop carrier units of the Air Force Reserve, became an integral part of Tactical Air Command operations. They participated in exercises of the Air Force Command and in joint exercises of TAC, Continental Army Command, and the United States Navy. The fighters conducted fire power demonstrations and flew thousands of close support missions for Army troops. The reconnaissance units assisted in the accomplishment

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of TAC's continuing requirements for photographic missions. The troop carrier units supported both Air Force and Army airlift requirements.

The C-97 Air Guard units became a part of Military Air Transport Service and assisted in carrying out the MATS global mission. Their planes and crews flew strategic airlift missions to Europe, the Far East, Southeast Asia, the Middle East, Africa, South America, and Alaska. They took part in airlift exercises within the United States and between the United States and exercise locations overseas.

The Guard and Reserve units which were not recalled were ready and no less patriotic than their fellow Reservists who were called up, and in their inactive status they constituted a vital part of our overall national strength. The runway alert program of the Air Guard air defense units provided Air Defense Command and Pacific Air Forces with vital airborne air defense augmentation. Air Force Reserve troop carrier units equipped with C-119s supported more than 40 percent of the Army's airborne training requirement, allowing TAC to concentrate its active duty airlift force on higher priority missions. Air Guard refueling units, only recently converted to the mission, supported TAC requirements, assisting in the training of recalled fighter units as well as other fighter units of TAC.

I am proud of the accomplishments of all units of the Air Reserve Forces. They have made it clear that Air Reserve Forces are truly a part of Air Force capability and that the total aerospace power of the United States includes all components.

The following are highlights of the mobilization and deployment:

On August 1, 1961, priority lists of Air National Guard units tentatively selected for recall were sent to governors of the states involved. The nationwide list of Air Force Reserve priority units was forwarded to Continental Air Command. These units were authorized to intensify training and to recruit to full strength.

On August 25, with planning well underway, the individual Air National Guard and Air Force Reserve units chosen for active duty were notified officially of their October 1, mobilization date and were told where they would be based. Their assignments to Air Force major commands were confirmed in line with the gaining command concept under which they had been trained.



① Tactical fighter squadrons mobilized but not deployed overseas operated under command of Tactical Air Command. The four F-84Fs of the 170th TFSq (Illinois) drop napalm at firepower demonstration for Army officers at Fort Sill, Okla. ② "Scramble" and you never know when it might be the real one. There are no games played when you are part of NATO's shield. This scramble was from the 110th TFSq at Toul Rosieres AB, France. ③ Trained mechanics and specialists work on sleek F-100 Super Sabres of 136th TFSq (Niagara Falls). Squadron pilots fly over the Falls every time they land or take off. One pilot, experiencing engine trouble, successfully bailed out over the Niagara Gorge after pointing his plane away from the heavily populated city. ④ Aircraft maintenance men of the 119th TFSq (N.J.) check unit cargo being loaded into a 77th TCSq C-124. The former Reserve troop carrier squadron helped move the fighter outfit to Exercise Trackdown at Fort Hood, Texas. ⑤ Cameras and film are the ammunition of Alabama's 106th Tactical Reconnaissance Squadron and get the cameras and attention commensurate with the importance of the unit mission. The squadron operated all over France and Morocco.



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The test of operational planning began on October 1, 1961, when the selected Air National Guard and Air Force Reserve units went on active duty at their home bases. Advance echelons of the units to be deployed left to take over the ground facilities at their European bases, while the remainder of their units completed equipment shakedowns and preparations for the overseas flight.

By November 2, the first contingent of jet fighters had arrived at their new bases. By mid-December 1961, most of the deployed units were operating in Europe.

By the first of January, the air transport and troop carrier wings were ready to fly operational missions for TAC and MATS.

The Air National Guard heavy air transport wings had recently been converted from fighter type aircraft. The Air Force Reserve troop carrier wings were called while transitioning from the twin-engine C-119 to the four-engine C-124 aircraft. All of these units attained operational readiness in much less time than expected. In the first three months of active duty, they flew almost four million miles on troop carrier and cargo missions.

The response to the call-up was highly gratifying. Of the 27,000 Reservists called, only five percent, or a total of 1383, requested either delays from reporting to active duty or complete exemption. Of this number, 375 qualified for such action.

The overall morale of Reservists deployed overseas was as remarkable as their efficiency. My Special Assistant for Manpower, Personnel, and Reserve Forces, Benjamin W. Fridge, personally checked many of these units. He reported that pilots and operational personnel were well trained, and demonstrated a high level of discipline and esprit de corps.

I would like to say here that the Air Reserve Forces Policy Committee, composed of officers of the Air Force Reserve, Air National Guard, and Regular Air Force, did an outstanding job. We have found the committee to be of invaluable assistance in our Reserve Components Program. Its participation in the development of the Berlin contingency plan contributed materially to the relative smoothness of the recall.

Some problems, of course, did develop. In an operation as large as this these are to be expected, no matter how carefully the preliminary work may be done.

For example, we now know that we must make the unit manning documents of Air Reserve Forces units more flexible to meet the exact personnel requirements of any contingency. This will help us to identify specific needs in any recall. It will also provide the Air Force commands with precise combat or support capability requirements for the situation, without calling up any personnel not absolutely necessary.

We also know that certain revisions will have to be made in the policy for providing support equipment. In the future, more emphasis will be placed on procuring and pre-positioning the supplies and material for which units have limited training requirements, but which are essential to their operations in an emergency.

We also have learned that we must man these units at a much higher percentage of authorized strength if they are to attain and maintain full operational readiness for

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■ ZUCKERT from page 5

immediate use. The best technically qualified and highly motivated "filler" cannot stack up against the man who has been working as a part of the team.

What does the future hold?

I am confident our Air Reserve Forces will continue to play a large part in the future capabilities of the aerospace force.

The response to Berlin reemphasized the importance of our Reserve Forces. It put new factual evidence behind our belief in the need for and the effectiveness of our Air Reserve Forces program.

It has been suggested that the call-up and deployment

proved that the units could do what we had organized and trained them to do. It seems to me rather that the members of the units proved their capability to do what we asked them to, even though, in many cases, it appeared to be the opposite of what they were organized and trained to do.

The reason they were able to accomplish this feat can be expressed in one word—professionalism.

And it is this word, professionalism, that is the key to the role of the Air Reserve Forces in the future. Concepts, roles, and missions may change as the nature of warfare changes. We know that the citizen-airmen of our Reserve Forces can be depended upon to meet the requirements of the future as they have met the requirements of the past—professionally.



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Two F-104A tactical fighter squadrons were stationed at Ramstein AB, Germany. The 197th (Ariz.) and the 51st (Tenn.) shared Ramstein with many regular Air Force units as well as the 4th Allied Tactical Air Force, an international NATO organization. Planes were kept on alert for a short period. Each former Air Guard squadron stationed in Europe traded crews and aircraft with other NATO nations, including Germany, France, Norway and Holland. At Phalsbourg AB, France, the 102nd TFWg (Mass. and N.Y.) traded with the German Air Force. A German pilot tells about his flight. The 102nd crews flew their own F-86s to a German base and stayed 10 days. They were briefed by the Germans and given assigned missions. Local, enroute, and target weather are all important factors in combat effectiveness, particularly with the changeable weather in Western Europe. Professionals of the ANG weather flights have to stay sharp and stay sharp to support the flying operations of the fighter squadrons. Three former Air Guard weather squadrons were based in France at Phalsbourg, Chambley and Etain ABs. Five others were mobilized but remained

in the U. S. When the 102nd moved into Phalsbourg AB, there were buildings for all including the tactical hospital. But the medics were rugged types, and recognizing the fact that they might have to deploy to another installation without buildings, they set up for operations in the snow. Security is vital when you are only a few minutes away from the Iron Curtain and former Guard air policemen took their business seriously. All personnel at European bases participated in air base perimeter defense exercises. They were required to have helmets and weapons ready for any contingency. Everything's gotta work—indoors and out—and communications is the first requirement. Here an airman inspects connections on a radio antenna. He is a member of the 152nd Tactical Control Group, which had units throughout Germany. Some of the units lived with the U. S. Army, others with the German Air Force, and one with the Royal Air Force. Away from the glamour and excitement of the flight line, the routine work of administration for the deployed units is just as important in NATO as it is at a unit training assembly.

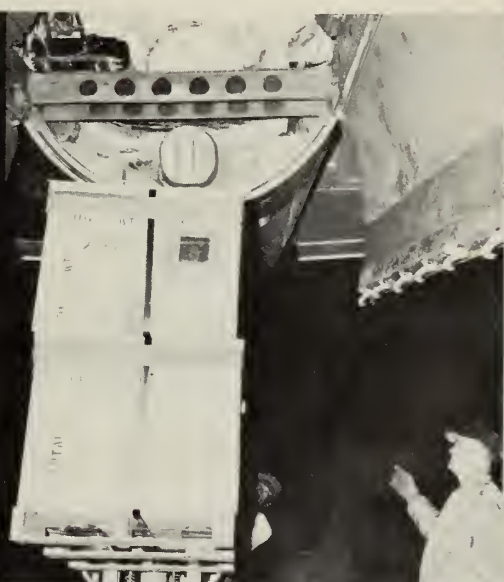
⑬ Airmen of the 7108th TFWg at Chaumont AB, visited Notre Dame Cathedral while on leave in Paris. Europeans have been impressed by the maturity and fine behavior typical of the mobilized Reservists. ⑭ Inexpensive tours sponsored by the Armed Forces and concentrated on weekends and other free time, permitted European based Reservists to learn much about history, geography and customs of other countries. Here, airmen from the 110th TFSq at Toul Rosieres AB consult with service club travel adviser on a weekend tour. ⑮ ANG fighter squadrons deployed to Europe got periodic live-firing training in the North African desert. This picture shows fighters in flight over Wheelus Field, Tripoli. Scene is enhanced by Mohammedan mosque and date palm trees in foreground. ⑯ F-104A Starfighter of the 157th FISq stands in the alert hangar near end of runway at Moron AB, Spain. The South Carolina squadron was charged with the air defense of southern Spain and of U. S. bases and property in Morocco. They were armed with GAR-8 Sidewinder air-to-air missiles. ⑰ Maj. Vernon C.



14 15



Beier (c), of the 170th TFSq discusses tactical move to Alpena, Mich., with A/IC James E. Newberry, loadmaster and Capt. Elton O. Hazel, co-pilot of a 78th TCSq C-124. Two Globemasters and several other transports were required to move the spare engines, support parts, tools and other equipment of the 170th to Alpena. Included in the cargo was this 750-lb. bomb. **19** Precision adjustments leave no margin for error. Professionalism is not a catch phrase—it is a way of life. **19** C-97 squadrons concentrated their effort on air-lifting channel traffic for Military Air Transport Service to Europe and the Far East, with occasional special missions to South America, Southeast Asia, Africa and Alaska. Here M/Sgt. Jerome S. Schermann, chief loadmaster of the 133rd Air Transport Wing (Minn.) directs loading of Army cargo being airlifted from McChord AFB, Wash., to Germany during Operation Long Thurst. Versatile C-97s made other long hauls of Army cargo to the Far East, Alaska and the Philippines.





②① Mainly, mobilized Guard and Reserve units worked and trained with the regular Air Force and Army; however, they sometimes trained with Reserve Forces units not on active duty. Air-to-air refueling was used on the deployment of Guard squadrons to Europe, and regular training with aerial refueling was carried on by many Guard squadrons not deployed. Here an F-84F of the 169th TFSq (Peoria, Ill.) hooks on to a KC-97 of the 108th Air Refueling Sq (Chicago, Ill.). ②② The navigator is a key man on long overseas missions. This navigator of the 157th Air Transport Sq (New Hampshire) checks route with pilot. The C-97s fly routine channel traffic missions for MATS to Europe and to the Far East. They also have flown special missions to Southeast Asia, Africa, Alaska and the Middle East. ②③ A 78th TCSq C-124 crew from Barksdale AFB, La., helps give a Guard fighter squadron mobility. Looking over the F-84F fighters of the 170th TFSq are: Capt. Bennie Voss, pilot; S/Sgt. Joe Ring, 2nd engineer; T/Sgt. Donald Whittington, engineer; and Capt. Elton O. Hazel, co-pilot. C-124s called to active duty concentrated their efforts on airlifting TAC fighter squadrons to and from maneuvers and gunnery training, as well as airlifting army and airborne units. ②④ Ordnance expert of the 110th TFSq (Mo.) works on organization's bomb dump at Toul Rosieres AB. The F-84Fs of the 110th use bombs, rockets, napalm, and machine gun bullets to carry out a variety of conventional ordnance missions.



*Ceremonies planned to commemorate contributions
by the Air Reserve Forces during Berlin Buildup.*

**RELEASE
DATA
FOR
RESERVIST**

THE Air Force has announced final dates for the release of Air National Guard and Air Force Reserve personnel from active duty. Current plans call for all units to be released at their home stations except for the 152nd Tactical Control Group and its subordinate units.

Demobilization of Guard and Reserve units affords an excellent opportunity to express appreciation to Reservists for their contribution to the defense posture of the United States during the build-up, and to impress on them the nation's continuing requirement for strong Reserve Forces. Thus, the Air Force is generating a number of activities, many of which will require the cooperation of the local citizenry as well as the local units.

The Office of the Assistant Chief of Staff for Reserve Forces is supervising the production of a color motion picture telling the story of the Air Reserve Forces mobilized during the Berlin contingency. Shooting is almost complete, requiring only some footage of the actual return home celebrations. The film will be finished approximately 90 days after the last units are demobilized.

Additionally, the Air Force is developing an appropriate certificate, suitable for framing to give to each Guardsman and Reservist as a lasting memento of this service.

Units are being urged to cooperate with civilian organizations in arranging for local celebrations such as parades, receptions and appropriate ceremonies.

Continental Air Command has prepared a family booklet to accompany a letter from Reserve wing commanders to the wives and parents of Reservists, acknowledging the family support which made the recall operation possible. The booklet urges families to continue their support of the Reservist and to encourage him to carry on his Reserve training.

Letters and a business/industry pamphlet will be sent by wing commanders to civilian employers of each Air Force Reservist expressing the nation's and the Air Force's appreciation of their support of the Reserve call-up. (See "Employer Support," Page 12.)

A number of other activities have been proposed which require joint-Service action. Release dates follow:

Release to be completed by August 1:
170th Tactical Fighter Squadron.

Release to be completed by August 15:

161st Fighter Group; including 197th Fighter Interceptor Squadron; 134th Fighter Group; including 151st Fighter Interceptor Squadron; 169th Fighter Group; including 157th Fighter Interceptor Squadron.

Release to be completed by August 20:

108th Tactical Fighter Wing; 119th Tactical Fighter Squadron; 149th Tactical Fighter Squadron; 117th Tactical Reconnaissance Wing; 153rd Tactical Reconnaissance Squadron; 160th Tactical Reconnaissance Squadron; 184th Tactical Reconnaissance Squadron; 131st Tactical Fighter Wing; 169th Tactical Fighter Squadron; 102nd Tactical Fighter Wing; 131st Tactical Fighter Squadron; 138th Tactical Fighter Squadron; 122nd Tactical Fighter Wing; 112th Tactical Fighter Squadron; 113th Tactical Fighter Squadron; 121st Tactical Fighter Wing; 162nd Tactical Fighter Squadron and 164th Tactical Fighter Squadron.

Release to be completed by August 24:

113th Tactical Fighter Wing, 120th Tactical Fighter Squadron and 136th Tactical Fighter Squadron.

Release to be completed by August 27:

435th Troop Carrier Wing; 77th Troop Carrier Squadron; 78th Troop Carrier Squadron; 442nd Troop Carrier Wing and 305th Troop Carrier Squadron.

Release to be completed by August 31:

133rd Air Transport Wing; 157th Air Transport Group; 109th Air Transport Group; 146th Air Transport Wing; 138th Air Transport Group; 101st Weather Flight; 113th Weather Flight; 121st Weather Flight; 125th Weather Flight; 131st Weather Flight; 163rd Weather Flight; 164th Weather Flight and 195th Weather Flight.

To be released beginning July 9:

Elements of the 152nd Tactical Control Group. These include: Group Headquarters and 106th Tactical Control Squadron; 102nd AC&W Squadron; 101st AC&W Flight; 103rd AC&W Squadron; 108th AC&W Flight; 123rd AC&W Squadron and 112th AC&W Flight.

... PLANS & POLICY

■ Employer Support

A multiphase, nationwide business/industry campaign is currently underway throughout the Continental Air Command. It is designed to foster a keener awareness of the vital role played by the Air Force Reserve in support of our national defense structure, while encouraging employer support of Reservist participation.

Personal letters signed by Lt. Gen. Gordon A. Blake have been mailed along with a specially designed booklet to heads of 692 top industries and industrial associations. Additional booklets have been sent each region commander with instructions to extend the campaign within their respective areas of jurisdiction. Special distribution is being made to recalled troop carrier wings for mailing along with letters from wing commanders to employers of each assigned Reservist prior to demobilization.

■ Pay System

The Air Reserve Records Center in Denver will begin live-testing a centralized pay system for Reservists of the Continental Air Command on July 1, 1962. Under the new system, the Center's Directorate of Reserve Accounting and Finance will be responsible for all Reserve funding and accounting and will maintain approximately 60,000 pay records for all CONAC Reservists in an inactive duty pay status. Attendance reports from the Reserve units will be used to provide pay information.

Centralization of the pay records will eliminate the present tax accounting, reconciling and reporting requirements by 500 Reserve units, as a single tax account will be maintained by the Directorate of Reserve Accounting and Finance. Each Reservist will be given a payroll earnings statement. The new system will allow simplification of forms for use on mechanical equipment, as well as refinement of procedures and verification of data contained in Reserve pay records.



Dr. Edward Teller (l), noted nuclear physicist, receives 1st Annual Thomas D. White National Defense Award from Maj. Gen. Wm. S. Stone, Air Force Academy Superintendent, during Academy ceremonies in May. Teller was cited for contributions to defense and security of the nation. Cadet Lt. Col. Leonard Svitenko holds citation.

■ Outstanding Units

The 8641st Air Force Reserve Recovery Group of Los Angeles and the 622nd USAF Hospital, Fort Worth, were selected by the Continental Air Command as its outstanding Reserve units during 1961. Nominations for the outstanding Reserve flying wings are considered in separate competition held by CONAC.

In taking number one position, the 8641st competed against 81 other Reserve Recovery groups throughout the nation. The 622nd won in competition with all other Air Reserve units, with the exception of Recovery organizations and the flying wings. The units were judged by a selection board on their administrative, tactical, and operational efficiency.

■ Promotion Board

A Board of Officers will convene at the Air Reserve Records Center, September 10-28, 1962, to consider approximately 22,000 eligible Reserve first lieutenants for promotion to the grade of captain.

To be eligible for consideration, officers must hold a promotion service date on or before June 30, 1960, have a total years service date on or before June 30, 1957, and must have been in an active status for one year prior to the Board's convening date.

Eligible officers may write direct to the President, Reserve Officer Promotion Board, Air Reserve Records Center, 3800 York St., Denver 5, Colo. All communications must arrive prior to date board convenes.

■ Test Unit

The 619th USAF Hospital at Boston, Mass., will be used as a test unit in a proposed plan that may eventually affect similar Reserve hospitals throughout the nation. The test schedule to get underway July 1, embodies partial dispersal of the Boston unit into detachments which will be established at communities in the vicinity of Boston.

The overall size of the unit will remain the same, 500 beds. However, a portion of these will be distributed to five new detachments. They will be located at municipal airports in Worcester, Lawrence, Fitchburg, Beverly, and New Bedford, Mass. The parent hospital unit will remain at its present location at the Boston Army Base. The new detachments will be located at sites occupied by Air Recovery Squadrons. Both will use the same facilities.

ROM: *Have you an Army ready, say you?*

VOLS: *A most loyal one: the Centurions and their charges . . . to be on foot at an hours warning.*

SHAKESPEARE—*Coriolanus*—Act IV, Scene 3

OPERATION CENTURION

It was the worst recorded snow-storm in the history of Kansas City. Mr. Neal A. Johnson, regional information officer for the U. S. Department of Labor, reluctantly left his office and climbed into his car. The time was 1:00 p. m. The blizzard was well underway and visibility was poor—a few feet at the most.

For the next hour and a half, Johnson drove at a snail's pace seven miles to the studios of radio stations KBEA-AM and KBEY-FM in Mission, Kansas. When he finally arrived and walked into the studios to make four 30-second spot announcements, he donned a new character. It was not Mister now but Maj. Neal A. Johnson, information officer of the 8395th Air Force Reserve Base Support Group. The announcements he made on January 5, 1962, were in support of Fifth Air Force Reserve Region's "Operation Centurion."

Throughout the Fifth AFRR's Midwest area other Reservists were making plans prior to the launching of Centurion on January 15. Recruiting committees were formed in each unit. Commanders at each echelon made public appearances and were interviewed on radio and TV. Rosters of eligible prior service airmen were prepared, letters written, news releases disseminated, and every officer and airman was made aware of the need for a successful operation.

When the 60-day drive came to a close on March 15, Brig. Gen. Cecil P. Lessig, region commander, reported with satisfaction that more than 1,500 prior service officers and airmen had been enlisted.

The operation was nicknamed "Centurion," a term used by the Roman Legions to signify the commander of a company of 100 men. Although it was hoped that 100 prior service airmen would be recruited by each of the region's 15 recovery groups, the goal for all units, including Category "A", was set at 1,000. As it turned out the goal was exceeded by 557.

The campaign fell into three general types: metropolitan, urban and selective. The metropolitan campaign was put into operation in areas where a large concentration of human resources existed and in which two or more units were located.

In Kansas City, the 2483rd Air Force Reserve Sector, commanded by Col. William J. Feallock, pooled the resources of eight units assigned in the area for a concerted drive. Their efforts enabled the sec-

tor to take top honors in the region with 322 airmen and 30 officers recruited.

In less densely populated areas, where only one or two Reserve units were located, urban campaigns were conducted. Meetings with smaller groups were held and the more personalized form of recruiting was accomplished.

Omaha's 8578th Air Force Reserve Recovery Group, commanded by Lt. Col. Benedict C. Pheiffer, held a "recruiting rally" at Fort Omaha and extended invitations to all area veterans.

In Pueblo, Colo., the Air Reserve Club pitched in to help the 9530th Air Force Reserve Recovery Squadron drive by advertising in the Colorado Springs Gazette.

Typical of the units that require recruiting in specialized fields is the 305th Air Rescue Squadron at Selfridge AFB, Mich. A special effort was made to recruit former airmen trained in air rescue operations. As a result, four para-rescue men enlisted.

Regardless of the type of campaign a unit conducted, the necessity for the personal touch was stressed. Recruiters were urged to use officer-to-officer and airman-to-airman contacts.

A summary of one squadron's reports pretty well sums up the intensity of the operation. The 9505th Air Force Reserve Recovery Squadron at Flint, Mich., mailed 503 letters to prior service airmen; the mayor of the city issued a proclamation; Lt. Col. F. G. Ward, squadron commander, made two television appearances; billboards were posted at strategic locations; the campaign got front page coverage; and 141 radio spots announcements were broadcast.

Although the operation has been terminated for the recovery units, the troop carrier wings and other category "A" units are accelerating their recruiting.

Among these units is the 434th Troop Carrier Wing, Bakalar AFB, Ind., commanded by Brig. Gen. John O. Bradshaw. An extension of "Centurion" was launched by that Wing during May with the cooperation of Indiana officials. Mayor Charles H. Boswell of Indianapolis proclaimed May 6-12 as "Hoosier Wing Week" in his city, and Governor Mathew Welsh wrote to the unit expressing support.

"Even though recruiting in our recovery units has been temporarily discontinued," General Lessig said, "We anticipate that within the next 90 days, more than 500 airmen and 75 officers will have joined our Category 'A' units as a result of the impetus provided by Centurion."



Whatever may be the internal conflicts of communism over the tactics it adopts, there is nothing but unanimity as to its objective—the complete domination of this planet and the burial of freedom . . . We have mankind's highest hopes riding on the outcome. America is a nation of competitors, and we are going to win.

GEN. LYMAN L. LEMNITZER
Chairman, JCS

AIR FORCE POINT OF VIEW

COUNTERINSURGENCY . . .

Speaking of the problems of counterinsurgency operations, Gen. Fred-eric H. Smith, Jr., USAF vice Chief of Staff, said recently:

"How are we going about doing this new job? First, let me assure you that no single one of our Armed Forces bears this responsibility alone. Neither because that Service has the lion's share of experience in this field nor because it has unique talents for doing this job.

"For example, the Air Force is very much immersed in the counterinsurgency problem. And we are working hard to put our particular talents to work. Those talents come from:

- knowledge gained in more than twenty years of fighting during and since World War II;
- the wealth of experience gained by some of our grizzled old pilots and aircraft controllers and maintenance men who have lived and fought in jungles and deserts and under the most primitive conditions imaginable, improvising new techniques as they went along;
- our experience in teaching air-crews how to escape, evade, and survive in the wilderness or in the heart of an enemy country;
- the techniques we have learned over the years in gathering intelligence data and in supporting special operations;
- our second-to-none talents in coordinated air-ground action with other Services and with our allies all over the world;
- our veteran corps of air commanders who operated all over China, Burma and Southeast Asia during World War II.

"Today, in Vietnam," said General Smith, "we are learning still more about this kind of shadow warfare. Air Force units we have had in being for some time are working with the South Vietnam Air Force, training them to use airpower in counterinsurgency operations and learning together how to improve these techniques. Important increases in the effectiveness of South Vietnam's forces have resulted from this training and have indicated the need for more United States Air Force units of this nature."

NUCLEAR POWER . . .

"In order to be certain of having the capability of deterring an enemy attack, we must have a nuclear power superior to our potential enemy's power, and, to be assured that this is the case, we have followed this series of steps in calculating our requirements:

"First, we've assumed that we would be under attack by nuclear weapons. Secondly, we've assumed that the attack would carry the full power of the enemy's nuclear capabilities. Thirdly, we've estimated the destruction of our own forces that would result from such an attack. Fourthly, we have considered the enemy target system and the number of weapons that we would require to destroy that. And, fifth, we have calculated the force that we would require to accept the destruction resulting from the enemy's nuclear attack and survive with a sufficient number of weapons to completely destroy his target system. It is that force which we plan to procure for the future."—Secretary of Defense Robert S. McNamara.

AIR FORCE JOB . . .

Frequently it is necessary to use a brief statement of the Air Force's major functions. The statement below should be useful. If space is extremely limited, the first sentence may suffice. "The U. S. Air Force provides versatile, fast, hard-hitting aerospace forces for deterrence of war through readiness to respond quickly and effectively to any level of aggression—from general war to limited war and guerrilla activity.

"It provides the Nation with its primary forces for aerospace offensive and defensive operations to repel and defeat an aggressor's aerospace forces if deterrence fails—while simultaneously providing the primary capability for close combat support of ground forces; area air superiority; strategic airlift for the Armed Services; and research, development, test and engineering of Department of Defense space development programs and of certain systems required to support the civilian space agency, NASA."

ROLE IN FREE WORLD . . .

The U. S. Air Force today is organizing, training and equipping Air Force units to participate in the winning of our national objectives in any intensity of conflict:

To operate at any altitude above the Earth that may be necessary to defeat the enemy aerospace forces;

To support our allies and participate otherwise as required in limited war and against insurgency and guerrilla activities.

There are 16 major Air Force commands and 4 major operating agencies—more than 870,000 officers and airmen on active duty, 348,000 civil-

ian personnel, plus 500,000 members of the Air Force Reserve and Air National Guard. With this organization the Air Force supplies the Nation's primary capabilities to:

- Maintain general aerospace supremacy and thus provide deterrence against nuclear attack.

Defend the United States against aerospace attack.

Control vital aerospace areas.

Conduct strategic aerospace warfare against selected targets, if deterrence fails.

Also the primary capabilities to:

- Furnish close combat support for the ground forces.

- Provide logistical support, including airlift, support and resupply of airborne operations, aerial photography, tactical reconnaissance.

- Provide research, development, test and engineering of Department of Defense military space development programs.

- Provide research, development, test, and engineering of satellites, boosters, space probes, and associated systems necessary to support specific NASA projects and programs arising under basic agreements between Department of Defense and National Aeronautics and Space Administration (NASA).

SUPERIORITY . . .

"Military capacity in the hands of a coalition of democracies must be clearly superior to that in the hands of a despotic dictatorship," said Brig. Gen. Jerry D. Page, Air Force Deputy Director of Plans for Aerospace Plans, in a recent speech. General Page also said that:

"Arithmetic equality between the West and the Communist bloc does not mean that a state of symmetry exists or can be made to exist in strategic capabilities. What it does mean is that actual military superiority would accrue to the Communists.

"Their option to strike first with surprise attack grants them an advantage which can only be offset by total pre-attack force superiority in the hands of the western allies. And such a total force superiority is a necessary pre-condition to effective deterrence, you may wish to ponder the chance for any arms control pact in which the Communists would agree to freezing the situation at some level of disarmament that would not be advantageous to them."

SAC . . .

Referring to SAC as already a "strategic aerospace command," Gen. Thomas S. Power, SAC's Commander in-chief, said recently "there can be no more important and urgent national project than the expeditious development of piloted and non-piloted space systems that could help us 'achieve and maintain mastery in space.'" Excerpts:

"There can be no doubt that the possibilities of military space operations are indeed staggering. It would, therefore, be folly to assume that the Soviets would fail to recognize these possibilities and would hesitate to exploit them for both their political and military ends.

"Under these circumstances, I believe that we have no choice but to take whatever precautionary measures may be needed, in spite of our desire to reserve space for peaceful purposes. This calls for a twofold task. First, we must achieve the capability to defend ourselves against the wartime use of space by any and all potential aggressors. Second, we must achieve a strategic space capability of our own which will help us preserve if not improve our deterrent posture throughout the future.

"Although SAC is no longer the sole nuclear strike force, it still represents between 80 and 90 percent of the total nuclear firepower of the Free World. Hence, SAC must continue to provide our principal military deterrent, regardless of whether it operates in air or space . . .

"To extend this mission into space SAC will need, in addition to its bombers and missiles, weapon systems that can perform the functions required by its mission in the space environment. This means that instead of the present mixed force of bombers and missiles, SAC eventually must have a triple-mixed force of aircraft, missiles and spacecraft so that it can cover the entire spectrum of aerospace operations. . . ."

SPACE TASKS . . .

"Space is the new measure of our problems as well as our opportunities. The principal responsibilities for the Nation's space program are vested in the National Aeronautics and Space Administration and the Air Force. We work together as a team not as rivals. And together we are doing the spadework for the space technology of tomorrow. Today, space is still free and open. It must stay that way. We can not allow it to be preempted tomorrow for use as a military stag-

ing area by those who hope to dominate the world . . .

"Mastery of space can be achieved only by men in control of machines and not by machines alone, whatever their built-in IQ may be. The Air Force, therefore, is moving toward both unmanned and manned vehicles in space . . ." Secretary Zuckert



"Each generation has its problems and challenges, but without problems and challenges life would be a boring existence . . .

"Culturally — whole continents are rising in a revolution such as the world has never seen. Masses of peoples are seeking freedom, a better life and their rightful human dignity.

"Economically — we are experiencing very aggressive competition in our foreign and domestic markets—most of it from countries we helped to rebuild after World War II.

"Politically — we live in a world divided into two ideologies that apparently cannot live together. This has produced a military threat to our security that is entirely unique in our history and has forced us into maintaining large military forces . . .

The problems associated with technological changes are producing opportunities in greater abundance than ever before. Opportunity is not only knocking at the door, it is beating gongs all around the house."

General Curtis E. LeMay
Chief of Staff, USAF

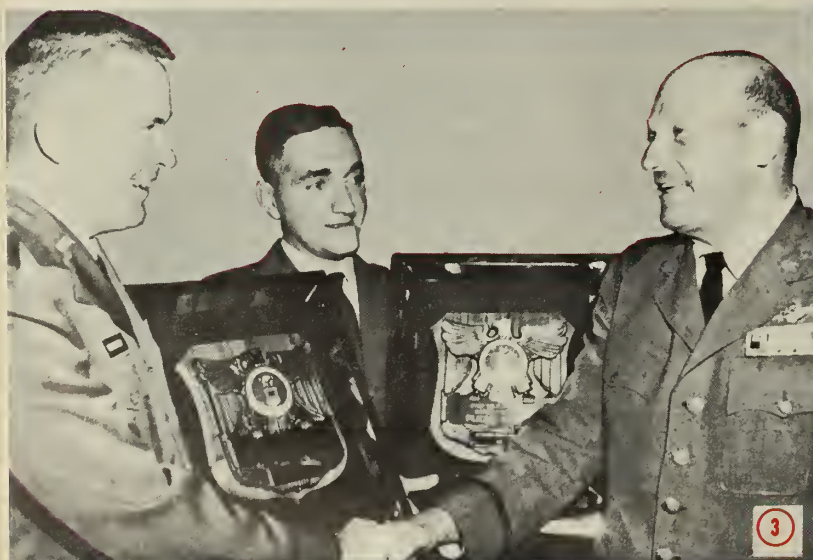


reserve camera

① Top team in annual AF Reserve navigation competition at Ellington AFB, Tex., in May was the 8511th Navigator Training Squadron from Homestead AFB, Fla. They racked up high score for week and won the championship for the second time in three years. (l-r) Majors Charles N. Rice, Charles W. Price, Oscar E. Blair and Roger Thomas.

② Cadet Capt. Mary E. McCall presents President Kennedy with a special CAP honorary life membership plaque in White House ceremony marking CAP's 20th anniversary. Watching (l-r) are: Cadet 1st Lt. Dennis Flynn, Col. William C. Whelen, CAP national board chairman, and Col. Paul C.

Ashworth, USAF, CAP national commander. ③ Commanders of ANG squadrons awarded flying safety plaques for second half of 1961 are congratulated by Maj. Gen. Winston P. Wilson (r), d/c National Guard Bureau. Accepting awards are Majors George McCrory, 146th FISq, Pittsburgh, Pa., and Ted Conkoulis, 127th TFSq, Wichita, Kan. Presentations were made at 6th Annual Flight Safety and Commanders Conference at McGhee-Tyson AB, Nashville, Tenn., in April. ④ Indiana Reservists of 71st Troop Carrier Squadron, 434th Wing, complete mission report after airlifting 30 Army troopers from Gray Army Air Field, Wash., to Yakima Training Center, Wash. (l-r). AIC E. C. Condrey, AIC J. R. White, and Maj. K. A. Timm.



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AUGUST 1962

the air reservist

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THE OFFICIAL MAGAZINE OF THE AIR RESERVE FORCES

the air reservist

The Official Magazine Of The Air Reserve Forces

VOL. XIV—No. 7

AUGUST 1962

AIR FORCE RESERVE AIR NATIONAL GUARD
CIVIL AIR PATROL

General Curtis E. LeMay
Chief of Staff, United States Air Force

Maj. Gen. Chester E. McCarty
Ass't Chief of Staff Reserve Forces, USAF

EDITOR
Fred E. Giachino

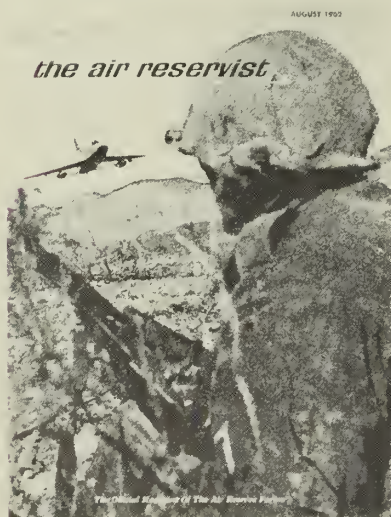
ASSOCIATE EDITOR
Thomas Wright Jr.

The Air Reservist is an official publication of HQ USAF approved by the Secretary of the Air Force in accordance with Section 278, Title 10, U. S. Code. This section requires the dissemination of complete and up-to-date information of interest to the Air Reserve Forces.

Editorial Office: *The Air Reservist*
P.O. Box 423, Bolling AFB, Washington 25, D. C.

The material contained in *The Air Reservist* is listed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by Hq. USAF.



the
cover

An F-100 of the Colorado's 120th Tactical Fighter Squadron, homes in on a target while providing close support for troops of Wisconsin's 32nd Infantry Division during Exercise Bristle Cone, held in the California desert early in spring.

PEOPLE



Maj. Gen. Robert A. Breitweiser, USAF, who authored this month's article on air intelligence mobilization assignees, speaks with authority. He became Deputy Director for Intelligence, Joint Chiefs of Staff, in June 1958, and in July 1961, was assigned as ACS/Intelligence, Hq. USAF.



Brig. Gen. Charles M. Young has assumed command of 5th Air Force Reserve Region replacing Brig. Gen. Cecil P. Lessig, who retired June 30. West Point graduate Young was a colonel at 29. His former post was DCS/Intelligence, Hq., USAFE in Germany.



Lt. Col. Leverett G. Richards, whose civilian job is aviation editor for the Portland Oregonian, wrote the Forward Air Controller story while on two weeks active duty with the 12th AF. He became a mobilization assignee with the Magazine and Book Branch, SAFOI, on July 1.



SMSgt. Thomas W. Linam Jr., 120th TFSq., Buckley ANG Base, Colo., National Guard's outstanding airman for 1962, competed for title with Guardsmen from 22 other states. A veteran of WW II and Korea, Linam was recalled to active duty last October during Berlin buildup.



MSgt. James M. Gardner of the 81st Air Terminal Squadron at Charleston AFB, S.C., is the outstanding AF Reserve airman for 1962. He will be honored along with other top airmen by delegates attending Air Force Association's convention at Las Vegas, Nev., next month.



DEPARTMENT OF THE AIR FORCE
OFFICE OF THE CHIEF OF STAFF
UNITED STATES AIR FORCE
WASHINGTON, D.C.

REPLY TO
ATTN OF: AFCCS



SUBJECT Basic U. S. Military Strategy

TO: Air Force Reservists and Air National Guardsmen

Recently the Secretary of Defense called attention to a policy decision that should be of great interest to all who realize that our national military strategy to deter war directly affects everyone's future.

Secretary of Defense McNamara said in June that "the United States has come to the conclusion that, to the extent feasible, basic military strategy in a possible general nuclear war should be approached in much the same way that more conventional military operations have been regarded in the past. That is to say, principal military objectives, in the event of a nuclear war stemming from a major attack on the Alliance, should be the destruction of the enemy's military forces, not of his civilian population." He emphasized later that we must have the capability to support a flexible strategy, permitting us to choose appropriate responses to an attack.

I believe that if the U. S. is going to maintain this ability to fight a general war successfully, in response to an attack, it must have forces that can survive a surprise attack by an aggressor, can penetrate to all targets, can be applied with accuracy and discrimination, and can conduct pre-attack and post-attack reconnaissance and restrikes. The U. S. must have superior aircraft -- and in the future, piloted aerospace vehicles -- and other systems to seek out and destroy hard-to-find targets, including mobile targets, wherever they may be. We must have forces that can minimize damage to themselves and the Nation through active and passive defense. These forces must have effective command and control of their units. Moreover, they must be able to provide surveillance, suppress insurgency and deter resumption of hostilities in a post-hostilities period.

Every American should be knowledgeable about this policy of deterring war by maintaining a clearly recognized superiority in war-fighting and war-winning capability -- being able to use force to destroy force. Air Force Reservists and Air National Guardsmen should read carefully the discussions of military strategy in Air Reservist and in books and articles referred to from time to time in this magazine.

Curtis E. LeMay
CURTIS E. LEMAY
General, USAF
Chief of Staff

PLANS & POLICY

■ Promotion Board

A Board of Officers will convene at the Air Reserve Records Center, August 14-15, to consider approximately 600 Reserve second lieutenants for promotion to the grade of first lieutenant.

To be eligible for consideration, officers must hold a promotion service date on or before June 30, 1960 and be in an active status.

■ Swift Strike II

Approximately 7,000 Reservists from troop carrier wings across the nation will participate in massive maneuvers this month (August 5-19) in North and South Carolina. The exercise, called "Swift Strike II," will be a two-sided war game with opposing Red and Blue joint air and army forces maneuvering against each other for control of some 5,500 square miles of land situated between Ft. Bragg, N.C. and Ft. Jackson, S.C.

Seventeen troop carrier squadrons, representing six Ready Reserve troop carrier wings, will provide airlift support for the U.S. Strike Command (USSTRICOM), a mobile, flexible and highly trained force comprised of units from the Continental Army Command and the Tactical Air Command. More than 200 C-119 "Flying Box-cars" will take part in the exercise.

The following Ready Reserve units will participate: 302nd TCWg., Clinton County AFB, Ohio; 433rd TCWg., Kelly AFB, Tex.; 434th TCWg., Bakalar AFB, Ind.; 452nd TCWg., March AFB, Calif.; 512th TCWg., Willow Grove NAS, Pa.; and 76th TCSq., Homestead AFB, Fla.

■ "Cold War" Medal

The new Armed Forces Expeditionary Medal will be awarded for service in Berlin, Lebanon, Quemoy-Matsu, the Taiwan Straits, the Congo, Laos and Vietnam.

These specific places were selected as the criteria by the Department of Defense in carrying through the establishment of the medal authorized by President Kennedy Dec. 4, 1961.

The locations are basically pegged to three types of operations:

- U. S. military operations.
- U. S. operations in direct support of the United Nations.
- U. S. operations of assistance for friendly foreign nations.

Air Force officials estimate the actual medal and ribbon will not be available for issue until after July 1963. The Armed Forces Expeditionary Medal is a "service" or "theater" blanket award and would rank in the ribbon row after the last similar award, in most cases a WWII "theater" ribbon, the Korean War medal or the Antarctic Service Medal. A forthcoming change to AFR 900-10 will provide personnel officers and individuals detailed guidance on determining eligibility for this medal.

Official Criteria

The Department of Defense set these eligibility dates:

- Berlin—Aug. 14, 1961 to a date to be announced.
- Lebanon—July 1, 1958 to Nov. 1, 1958.
- Quemoy-Matsu—Aug. 23, 1958 to a date to be announced.
- Taiwan Straits—Aug. 23, 1958 to Jan. 1, 1959.
- The Congo—July 14, 1960 to a date to be announced.
- Laos—Apr. 19, 1961 to a date to be announced.
- Vietnam—July 1, 1958 to a date to be announced.

COLD WAR TURNS HOT

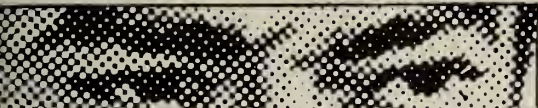
The term "Cold war" will always have a special significance to Capt. Arthur A. Eddy, a 39-year old Spartanburg, S. C., Reservist called to duty last year.

Eddy, a pilot assigned to the 77th Troop Carrier Squadron at Donaldson AFB, S. C., holds the distinction of being the only Reservist known to have been under fire during the Berlin contingency. He was co-pilot of a MATS C-124 which was damaged by ground fire while landing Irish UN troops at Elizabethville in the Congo on December 7, 1961.

Captain Eddy's transport had four fuel tanks punctured, an engine oil cooler hit and a number of holes in its fuselage.

Despite the damage, the plane was landed safely on three of its engines with no injuries to its 46 passengers and 12 crewmen.





INTELLIGENCE

by
MAJ. GEN. ROBERT A. BREITWEISER,
ACS/Intelligence USAF

"Good Intelligence is the one prerequisite to strategy which defines the critical areas of effective action and indicates how much urgency or what priority should be accorded each action. Intelligence must function as the eyes, ears and memory of not only the Air Force, but our entire Governmental structure. Without the sensory organs of Intelligence, strategy and strategists cannot begin to find creative solutions to the serious problems of coping with Communist aggression at this critical juncture in our national history."

The primary mission of air intelligence is to insure the invention of strategic, tactical, or technological surprises from any source.

With the advent of weapon systems capable of instant delivery, the fostering of a "first class" intelligence program became imperative for national survival. Never again will we have time to select and train personnel to staff our expanded emergency requirements after the emergency occurs.

To insure availability of qualified, professionally trained personnel to fill the needs of the intelligence community, the Air Force has maintained a strenuous effort to identify and assign the most highly qualified intelligence Reservists to various activities within the Services.

Prior to the organization of Recovery and Support Groups, Intelligence Flights were established to receive specialized proficiency training.

Today, many of the Reservists assigned to such units continue to render assistance to Recovery and Support Groups throughout the country by accomplishing actual information gathering projects related to local problems.

Mobilization assignees may be found rendering on-the-job assistance at all major Air Command levels.

The most comprehensive program involving the mobilization assignee concept is found at Headquarters USAF. More than 200 Reservists are engaged in intelligence activities within the staff offices of ACS/Intelligence and Field Activities Groups.

This program has demonstrated the highly professional nature of the intelligence field. The specialized jobs these Reservists fill demands a high level of proficiency. They represent the "elite" of the intelligence community.

The wisdom of maintaining mobilization assignees in a high state of readiness was aptly demonstrated during the Korean conflict when approximately 90 percent of assigned Reservists were recalled to active duty.

Particularly noteworthy was their readiness status during the Berlin contingency when ACS/Intelligence was assured that its ranks could be expanded at a moment's notice.

Of the more than 200 Reservists assigned to AFCIN (commonly used contraction for ACS/Intelligence) more than a hundred are located in metropolitan Washington, D.C. The remainder come from 19 states scattered through the nation. The Pentagon serves as a center of activity with some functions carried on at Fort Belvoir and Arlington Hall Station, Va.

AFCIN Reservists not only fulfill monthly on-the-job training requirements, but also attend twice monthly training sessions at the Pentagon. These sessions are designed to up-date him in subjects ranging from sensitive world trouble spots to detailed presentation on guided missiles and technical intelligence.

In addition to curricula in the communist and technical

area, the AFCIN group has studied other significant topics on a carefully organized schedule; e.g., regional courses on Latin America, Africa, Southeast Asia, the Far East and Europe. The group is also regularly indoctrinated on U. S. weaponry in which intelligence considerations have a role.

Many prominent speakers have been called upon to brief the Reservists. They have included Dr. Herman Kahn; the Honorable Harlan Cleveland, assistant secretary of state for international organization affairs; Senator Barry M. Goldwater; the ambassadors of Bolivia, Paraguay, Chile, Peru, Germany, South Africa, Nigeria and the Organization of American States; and Maj. Alexander P. de Seversky.

The program is monitored and controlled through the Office, ACS/Intelligence. Lt. Col. Russell B. Johnson who is charged with this mission conveys the attitude of the entire office when he says, "Our Reservists are a definite asset to this organization and earn their way by rendering very concrete contributions." Colonel Johnson went on to add, "Not only do we have a group of highly skilled and dedicated Ready Reservists, but the functions performed by our assignees continuously contribute to the effectiveness of the active military establishment."

Each year AFCIN Reservists are brought together for an all-day Top Secret seminar. These seminars are designed to present general intelligence developments of timely interest. Pay is not authorized for the meetings. Those attending pay their own travel expenses and receive only training points for attendance. Despite this, some 80 conferees attended last year's seminar.

AFCIN Reservists attend many other courses besides those presented by their own organization. Many of these courses are open to Reservists in other career fields. Over a two-year period, 19 graduated from the Air Intelligence courses at Sheppard AFB; 13 completed the Air Warfare Systems Orientation course; 11 attended the Air Force Reserve Orientation course; and another 12 enrolled in the U. S. Army Strategic Intelligence course.

Despite its short history, the Intelligence Reserve program has developed rapidly. Washington, D. C. units have especially expanded over the past four years.

Another big step came with the authorization for two brigadier general positions, one of which has been filled by Col. Dan B. Dyer, 1126th USAF Field Activities Group at Arlington Hall Station, Va. Recently promoted Brig. Gen. John S. Patton is also attached to the AFCIN Group for inactive duty training.

Of the Reservists now on the rolls within the Pentagon, only two are airmen. They are SSgts. Robert M. Meyers and Edward C. Simmons, both of the Washington area. There are also 13 additional airmen assigned to the Fort Belvoir unit; two of these possess doctorate degrees.

see INTELLIGENCE page 6

■ Competition

The annual Air Force Reserve troop carrier competition in September will feature two contests in one. In addition to the regular competition to be held September 16-19 at Ellington AFB, Tex., there will be a second phase in Nevada which will include a top team from each of the competing troop carrier wings. In this phase, 13 crews will compete for a new rotating trophy to be provided by the Air Force Association at its convention in Las Vegas. This portion of the competition will be held September 20-21. Scheduled to participate are: the 514th, McGuire AFB, N.J.; 94th, L. G. Hanscom Field, Mass.; 512th, Willow Grove NAS, Pa.; 302nd, Clinton County AFB, Ohio; 459th, Andrews AFB, Md.; 445th, Dobbins AFB, Ga.; 433rd, Kelly AFB, Tex.; 446th, Ellington AFB, Tex.; 434th, Bakalar AFB, Ind.; 440th, Gen. Mitchell Field, Wis.; 403rd, Selfridge AFB, Mich.; 349th, Hamilton AFB, Calif.; and 452nd, March AFB, Calif.

■ Training Tour

The 305th Air Rescue Squadron of Selfridge AFB, Mich., is scheduled to become the first Air Force Reserve unit to take its regular two-weeks active duty training tour outside of the continental U.S. The Michigan squadron will train at Goose Bay, Labrador from August 18, to September 1, 1962. A total of 26 officers and 85 airmen will take part in the tour which will include training in SA-16 aircraft. The idea originated late last year when crews from the 305th went on 60 day tours of active duty at Goose Bay to support recalled Air National Guard units flying that route to Europe. The decision to authorize the tour in Labrador characterizes the advanced thinking that Air Force officials are applying in their efforts to make a better, more effective Reserve program.

■ Openings

The 302nd Troop Carrier Wing, Wilmington, Ohio, is looking for navigators with the rank of lieutenant colonel and major, doctors, and former Army or Marine enlisted paratroops interested in becoming loadmasters. The doctor openings offer those who have not fulfilled their military obligations the opportunity to do so as an officer. The navigator slots are designated as on flying status and offer base pay plus flight pay. The loadmasters will receive base pay plus incentive pay. Interested personnel should contact the 302nd at Clinton County AFB, Wilmington, Ohio.

■ INTELLIGENCE from page 5

Reservists in the AFCIN mobilization program might well be the most educated group within any Reserve component. The average college-level education has been surveyed at five years, while 41 of the group have attained their doctorates.

One of the leading Reservists in the field of education is Capt. Frederick I. Ordway, III, a technical adviser on the Saturn Project with the Army Ballistic Agency at Redstone Arsenal, Huntsville, Ala. He is a graduate of Harvard University (B.S.), with additional studies in chemistry, mathematics and astronomy, and holds a doctorate degree. Captain Ordway has authored many books and publications including "Advance in Space Science and Technology," and "Space Flight."

In planning war augmentation requirements, intelligence Reservists are an asset not to be overlooked. Although much of their work will never become generally known, today's Reservists know that the role they play in the intelligence career field will help to preserve our freedom in years to come.

CONSOLIDATIONS

Effective August 1, twenty-seven Air Force Reserve squadrons will be consolidated with similar squadrons at the same geographic location.

The consolidation will allow for a more effective and manageable organizational structure for the Individual Training program, and permit administrative savings without any curtailment of training opportunities. Reservists affected will continue to have an opportunity to pursue their individual training, to accrue retirement credits, and be eligible to apply for 15-days of active duty for training annually.

The units, part of the Individual Training program, have progressively decreased in personnel strength since CONAC's activation of the Air Force Reserve Recovery plan in July 1961. Personnel transfers from the Individual Training program to the Recovery units have accounted for most of these manpower losses.

The following squadrons are involved in the merger:

Location	Squadrons Discontinued	Remaining Squadrons
Birmingham, Ala.	9909	9912
Phoenix, Ariz.	9429	9439
Sacramento, Calif.	9370	9392
San Diego, Calif.	9347	9453
San Diego, Calif.	9452	9453
Denver, Colo.	9633	9630
Miami, Fla.	9880	9968
Orlando, Fla.	9895	9884
Ft. Wayne, Ind.	9669	9601
Boston, Mass.	9220	9228
Boston, Mass.		9332
Mt. Clemens, Mich.	9603	9599
Mt. Clemens, Mich.	9606	9600
Mt. Clemens, Mich.	9612	
St. Louis, Mo.	9644	9638
Albany, N. Y.	9264	9261
New York City, N. Y.	9019	9212
New York City, N. Y.	9207	9215
New York City, N. Y.	9211	
Syracuse, N. Y.	9260	9300
Oklahoma City, Okla.	9835	9844
Tulsa, Okla.	9851	9838
Tulsa, Okla.	9853	
Philadelphia, Pa.	9034	9033
Philadelphia, Pa.		9546
Austin, Tex.	9975	9814
Houston, Tex.	9854	9806
Houston, Tex.	9881	
Vancouver, Wash.	9411	9410

OPERATION LADY



There's an old axiom which reads, "Never underestimate the power of a woman."

History is studded with incidents where a woman's influence, direct or otherwise, has changed the course of civilization.

This situation came under scrutiny not long ago during a gathering of Continental Air Command's Information Office motivation people.

A question was posed:

"What single factor motivates the average man?"

A round-robin of blank expressions greeted this query aimed at adding more sparkle to the Air Force Reserve—that is, until the second lap, when someone rightly replied—"Women!"

At this remark, one individual reached into his briefcase and tossed a well-thumbed file onto the table.

Thus, Operation Lady was reborn.

Not a new idea, Operation Lady was a going concern under the old First Air Force, just a couple of years prior to its demise. A change in command structure along with the revised management plan for the Air Reserve Forces placed Lady officially in limbo.

What is Operation Lady?

In simplest terms, it is a project designed to organize wives and female relatives of Reservists into active auxiliaries of Air Force Reserve units.

Auxiliaries are designed to take an active part in Reserve-community activities thereby promoting a better understanding of the need for a strong Air Force and Air Force Reserve.

Family attitude has been recognized as a major deterrent in maintaining continued interest in the Reserve program. Many wives consider Reserve participation by their husbands as an infringement upon their personal lives. Much of this attitude—and there is some justification for it—derives from the wife's lack of understanding about the importance of her husband's activities within the framework of the Reserve. She is unable to identify herself with the Reserve, and therefore may accept her husband's responsibilities only grudgingly. Too often, the pressure of business and the Reserve program itself, deter the husband from making social contacts that will provide acceptance and support of the Air Force Reserve within the family and the community.

A women's Reserve auxiliary under Operation Lady

operates as a social extension of the Air Force Reserve unit; however, the social inference is used here in a slightly different context. In reality, the auxiliary is a workhorse operation that can do much toward acceptance and support of the Reserve program within the unit, as well as in the community. Wives and families participate in social functions, not as guests, but as working members of the Air Force Reserve.

Certainly, there will be card-parties, dances and picnics which will have value in building unit esprit de corps; but more realistically, many functions of business may be carried out during purely social affairs. Social events in conjunction with civic groups, such as the American Legion and the Veterans of Foreign Wars, are excellent avenues for promoting community relations.

The value of Operation Lady has been recognized at CONAC as a valuable adjunct to the Reserve mission, and it urges command-wide participation in the project. A plan of operation has been sent to all Reserve regions for dissemination to the lower echelons. It calls for "kick-off" meetings by unit commanders to present the proposal to the ladies. Since the project is voluntary in nature, only the "kick-off" is official. From that point on, the ladies carry the ball. Official assistance and backing is given to auxiliaries whenever needed; however, the auxiliaries function with a reasonable degree of autonomy.

Partners

Since the women's auxiliary to a unit operates as a working partner in the Air Force family, it must, of necessity, have a solid organizational foundation. Each auxiliary is organized under a constitution and set of by-laws. Heading the auxiliary is a commandette, deputy commandette and adjutant-secretary. These positions are elected by a quorum of 3/5ths of the membership. An advisory staff is appointed by the commandette. It consists of the deputy for finance (dues and special funds), deputy for operations (liaison for planning and coordination with the Reserve unit) and deputy for public relations (publicity and planning of community events and social affairs). All elected and appointed positions have a one year tenure.

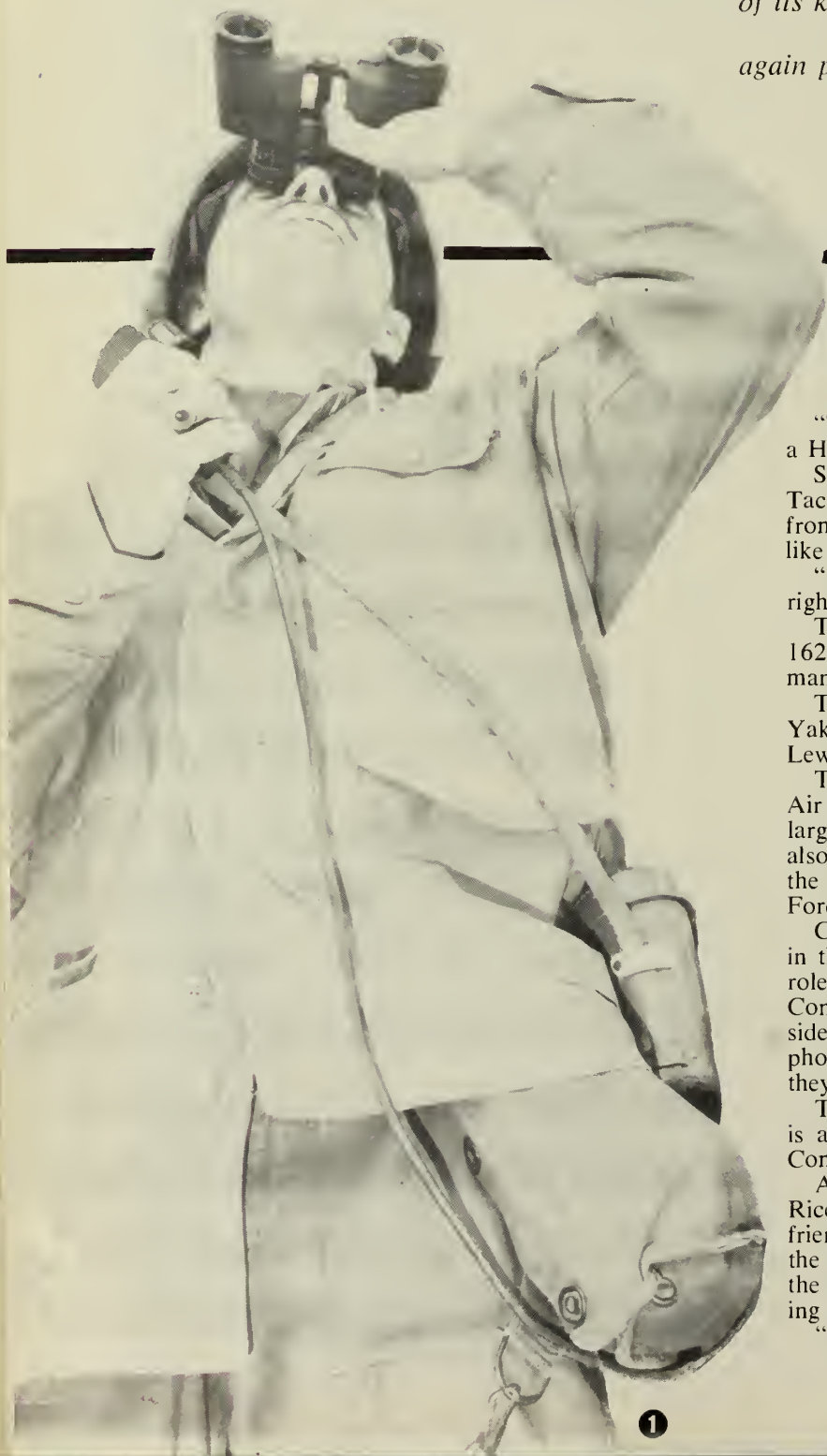
In a letter to all units earlier this year Lt. Gen. Gordon A. Blake, then CONAC commander, pointed out the urgency of Operation Lady, and requested immediate implementation. In spelling out the mission of the new project, he said, "It has long been recognized that wives, mothers, sisters and daughters play an important role in determining the degree of Reserve participation on the part of their husbands, sons, fathers and brothers. 'Operation Lady' is primarily a participation project, designed to bring the Reservist's wives closer to the Reserve program and give them specific share in it. The ultimate purpose is to increase family support of Reserve activity . . ."

 Operation Lady is designed to lend moral support and understanding to husbands, wives and brothers in their affiliation with the Reserve and to assist them in enlisting community support for their units.

by LT. COL. LEVERETT G. RICHARDS/AFRes

Mesa Drive, largest Army-Air Force operation of its kind ever held in the Pacific Northwest, again proves the importance of the...

FORWARD AIR



"Stiff 41, this is Grip Alpha. Got a fat one for you at 887905 . . . over."

"Roger. This is Stiff 41. We're hitting the deck, heading 084."

"Turn further right to 090. Your target is dead ahead, a Hawk radar site top of Squaw Tip Butte. Have at 'er."

Seconds later four F84F Thunderstreaks of the 162nd Tactical Fighter Squadron, Springfield, Ohio, popped up from behind the rolling hills and struck the lonely hilltop like lightning, theoretically leaving a flaming wreckage.

"Good show. Now clobber that tank park off to your right."

The voice was that of Capt. Norman L. Rice of the 162nd TFSq., who was assigned to the Tactical Air Command during the Berlin crisis.

The place was the sagebrush-covered hills of the huge Yakima Firing Center, a 268,000 acre sub-post of Ft. Lewis, Wash., located northeast of Yakima, Wash.

The occasion was Exercise Mesa Drive, a joint Army-Air Force exercise conducted last May; said to be the largest such exercise held in the Pacific Northwest. It was also the first exercise predominantly involving troops of the National Guard, supported by Air Guard and Air Force Reserve aircraft.

Captain Rice is a jet pilot with a total of 2775 hours in the cockpit . . . 1400 in single-engine jets. But in his role as "Grip Alpha" he was acting as a Forward Air Controller. Crouched in the cover of tall sagebrush alongside his camouflaged jeep, field glasses in one hand, microphone in the other, he was directing his pilot buddies as they dived on simulated enemy targets.

The importance of a Forward Air Controller (FAC) is almost immeasurable in connection with Tactical Air Command's mission.

As a forward air controller, trained pilots like Captain Rice would be dropped behind enemy lines or serve with friendly troops at the front line. When a commander at the front needed air support to knock out strongpoints the forward air controller hidden on a high point overlooking the front talks them to the concealed targets.

"Stiff 41" in this case was the call sign of the fighters.

"Grip Alpha" Captain Rice's call and the numbers referred to map coordinates.

Forward air controllers have been used to direct strikes in support of ground forces since Korea. Their job is to help pilots pick their targets in the confusion of battle. The ground is pretty much of a blur to a jet pilot conducting a bombing or rocket run at 450 to 500 miles per hour. The controller can also check target strike effectiveness and assign new targets as they develop.

FAC is an extremely dangerous assignment because enemy forces know someone is nearby directing the attacks. They center all action around finding and destroying him, for to wipe out the FAC is to end the effectiveness of the strike.

ONTROLLER

No napalm, bombs, rockets or guns were used in Exercise Mesa Drive. Except for this detail the exercise was realistic and simulated the kind of brush fire conflict the U.S., and its allies might be called upon to fight anywhere in the world today.

More than 26,000 troops and 750 Air Force officers and men were involved. The 32nd Infantry Division, Wisconsin National Guard, supplied most of the troops in the exercise conducted from May 7-22.

Air support was provided by the 162nd TFSq. (Springfield, Ohio), the 164th TFSq. (Mansfield, Ohio), and the 153rd Tactical Reconnaissance Squadron (Meridian, Miss.). They flew F84Fs and RF84Fs.

In addition to the fighter squadrons, transport aircraft and personnel of the 452nd TCWg. (March AFB, Calif.); 433rd TCWg. (Kelly AFB, Tex.); 434th TCWg. (Bakalar AFB, Ind.); 440th TCWg. (Gen. Mitchell Field, Wis.); and the 302nd TCWg. (Clinton County AFB, Ohio); participated. They airlifted 1500 troops and 500

see FAC page 10

① Forward Air Controller Rice scans the horizon for targets during Exercise Mesa Drive ② F84F of the 162nd TFSq., shown flying over radar unit, provided vital air support during the joint exercise. ③ Maj. P. Eckman (l) and his co-pilot, Capt. A. J. McClain (facing troops), of the 433rd TCWg., brief 32nd Infantrymen prior to airlifting them from Gray Army Air Field, Wash., to Mesa Drive battle zone. ④ Hydraulic specialist, TSgt. Doug Geib works on plane at McChord AFB during Exercise Mesa Drive.

②



③



④



AIR MAIL



Q. Can you give me a clear statement as to the difference in year for retirement purposes and year for retention purposes?

A. A Reservist must accrue a minimum of 50 points (35 earned plus 15 gratuitous) in any 12 consecutive months (consistent with his retirement/retention year date) to be credited with a satisfactory retirement year. He must accrue only 30 points (15 earned plus 15 gratuitous) to be credited with a satisfactory retention year.

* * *

Q. What is the purpose of AF Form 806 (Election of Options under the Uniformed Services Contingency Option Act)?

A. AF Form 806, Election of Options under the Uniformed Services Contingency Option Act, now known as the Retired Serviceman's Family Protection Plan, is used by a member to elect to receive a reduced amount of retired pay so that his widow and/or children may continue to receive a monthly portion of the member's retired pay after his death. An election may be made prior to completion of 18 years of creditable service for pay purposes (longevity service), or at any time at least 3 years before he is retired or granted retired pay. If the election is made prior to completing 18 years for pay purposes, the required 3-year period would not apply.

* * *

Q. Are only those Reservists on active duty eligible for promotion consideration?

A. No. Reservists who have maintained an active Reserve Status through participation in Reserve Unit Activities or extension courses and complete the full requirements based on both time in grade and total years of service will be eligible.

* * *

Q. How do I obtain an assignment in the Air Force Reserve in my current Air Force Specialty Code?

A. You should contact the commander of the nearest Air Force Reserve unit for information relative to the Air Force Reserve training program. He will also be able to assist you in obtaining a Reserve assignment in your grade and Air Force Specialty Code.

* * *

Q. Is an airman entitled to payment for accrued leave and subsistence while the person is on the Temporary Disability Retired List?

A. No. A bill which may have resulted in permitting payment of accrued leave and subsistence while on the Temporary Disability Retired List was introduced on January 4, 1961 but was not enacted into law.

■ FAC from page 9

tons of supplies, air dropping 150 tons of vital supplies on the battlefield.

Within an hour after troop commanders on the front lines called for an air strike, a flight of four F84F Thunderstreaks would be scrambled off the runway at McChord AFB. They would climb through the clouds to cross the 14,000-foot Cascade Mountains, let down to the plains

east of the mountains and "hit the deck" 200 feet off the ground at the command of the forward air controller.

During their strikes, the fighter aircraft simulated the carrying of napalm bombs, 2.75 rockets and .50 caliber machine guns in support of TAC's mission in the exercise.

Maj. Gen. Karl Truesdell, Jr., Twelfth Air Force commander and air exercise director for Mesa Drive, has high praise for the Air Guardsmen and Air Force Reservists who took part in the rugged exercise.

The General declared that troop carrier aircraft will continue to play an important role in such brush fire actions, adding "The President has emphasized the need for this kind of force to keep the peace. And he is right. We can't get troops there fast enough in sufficient numbers by any other means. Helicopters are highly vulnerable to ground fire and cannot carry enough men far enough and fast enough."

In addition to proving the readiness of our Reserve Forces, Mesa Drive assured TAC of another professional. Captain Rice signed to remain on active duty with one of the new wings being added to TAC. He also made application to attend the Army jump school at Ft. Benning, Ga., to become better qualified for combat air control work.

AEROSPACE LIBRARY



Ploesti: The Great Ground-Air Battle 1 August 1943. James Dugan and Carroll Stewart (Random House, \$6.95). A definitive, comprehensive study of the oft-called "greatest air battle of history," the August 1, 1943 air attack on the Ploesti oil refineries in Rumania.

Thinking Out Loud About the Space Age, Capt. Melvin T. Ostlin (USAF) Chaplain (Dorrance & Co., \$3.00). A challenging, thoughtful religious book that poses the questions of man carrying his age-old Christian faith with him into the new frontier—the space world.

Rockets and Space Flight, Hans K. Kaiser (Pitman, \$4.75). A look at the entire subject of space flight from the historical, theoretical, technical, medical, astronomical, legal and economic points of view with an overall discussion of man's entry into the hostile environment of space.

Victory in Space, Otto O. Binder (Walker, \$6.00). An analysis and discussion of the space race between the U.S. and the Soviets—the past, present and future of space technology from its earliest fighters to the eventual victory to the moon.

The 1962 Aerospace Year Book, 43rd Annual Edition (American Aviation Publications, \$10.00). New annual edition of this official publication of the Aerospace Industries Association's photo-narrative-statistical guide and reference to U.S. civil and military aviation, the aircraft and missile industry.

Fighters: Warplanes of the Second World War, Vol. IV, William Green (Doubleday, \$2.75). The fourth volume in this photo-caption narrative series of aircraft of all combatant countries of WW II. This volume concerns aircraft of the US and Yugoslavia. Contains information on design, production, operational history of each aircraft and specification data.

Spanish Aeroclub boys read preamble to United Nations charter at entrance to UN building in New York. Later the cadets deployed to CAP wings for 10 days before returning home.

CIVIL AIR PATROL NEWS

AFRes troop carrier units are serving a dual purpose this summer. In addition to their regular airlift requirements, they are providing invaluable assistance to CAP's summer encampment program.

Inactive Air Force Reserve troop carrier wings have joined the regular Air Force this summer for the first time in the hop-seotch airlift of thousands of their Civil Air Patrol junior partners in an extensive program of summer encampments, special activities in the states and the glamorous overseas flights of the 15th International Air Cadet Exchange.

Although Continental Air Command has directed the 13 troop carrier wings to assist them when needed for summer encampments only, the load on many bases short of active aircraft will be eased to permit them to perform other activities.

Most of the "baker's dozen" of troop carrier wings are in the lineup for transporting cadets and their senior escorts to many of the 40 encampments slated for 33 different Air Force bases dotted over the country.

This is opportunity for mass, point-to-point airlift of personnel, part of the vital training for combat capability. It also provides an economical and expeditious means of transportation to those CAP wings unable to obtain such support from local sources.

Encampments began the end of May with Alaska Wing at Elmendorf AFB, Fairbanks, and end August 31, when the Hoosiers are flown from Shaw AFB, S.C., back home to Indiana Wing.

One of the annual quartet of special scholarships, the Jet Orientation at Perrin AFB, Tex., was wrapped up the last week in June, and the Federal Aviation Agency Orientation ends August 5. Ahead are the Aerospace Age Orientation, for girls only, August 5-11; and the Space Age Orientation from August 26 through September 1. Sandwiched in between are the National Drill Competition, August 5-9 and the very top-drawer, month-long International Air Cadet Exchange ending August 14—with 21 nations of the Free World par-



ticipating this year.

The Air Force provides airlift for them all. Aircraft based in nearly every state and Puerto Rico lend their wings to transport many of the state-side CAP cadets and seniors, or the Air Force underwrites commercial contract aircraft, Military Air Transport Service transports and special mission C-118s for round-trip flights from Puerto Rico, Alaska, Hawaii and for the European and Latin American hops.

This is the season when Uncle Sam's airmen and their equipment play host in superlative style to their civilian auxiliary.

All year, plans are made for the three fast-moving months of summer and each year becomes more of a traffic coordinator's nightmare. This year two more countries—Guatemala and Peru—have joined the foreign exchange. But by now, with coordination of Headquarters CAP-USAF veterans at Ellington AFB, Tex., and CONAC, the original sting of frustrating dovetailing has gone and the planners and operations people have the criss-cross airlift down pat, with few bobbles to mar closely timed schedules.

Involved in all are some 8,000 cadets and officers of CAP and countless Air Force officers and airmen.

The Air Force Reserve enters the picture in more than one way. Last year, more than 50 Reservists received two weeks active duty training with CAP in various capacities. This year, more than 60 will join the summer aerospace training.

One thing is certain: before this breathless summer of activity is over and CAP goes back to its routine of school and work, multitudes will have learned that CAP and the U. S. Air Force are dead serious about this business of international fellowship and aerospace education as bulwarks in the philosophy of "aerospace power for peace."

CROSS COUNTRY



ON-THE-JOB TRAINING—Maintenance personnel of the 9524th Air Force Reserve Recovery Squadron, Bismarck, N. D., received some extra training recently when they assisted with an engine change on a downed C-54 transport. The aircraft, assigned to the 25th Air Division of NORAD, was enroute to Otis AFB, Mass., when it developed a runaway propeller. Its pilot made an emergency landing at Bismarck. The plane was grounded while a replacement engine and maintenance team were flown in from Hamilton AFB, Calif. As the engine change coincided with the Reserve squadron's weekend training period, they received practical on-the-job training.

M-DAY VACANCIES—Headquarters 32nd Air Division (SAGE), of Oklahoma City, Okla., has a number of M-Day paid training vacancies for qualified airmen Reservists, mostly in ACW and Radar squadrons. Vacancies exist in the following fields: Cook (62250); Electrician (54250Z), Refrigeration Air Conditioning Specialist (54550W); Electric Power Production Specialist (54350); Medical Service (90250B) and Vehicle Operator (60350A). Interested Reservists living east of Arizona and south of South Carolina should write to: 32PDC-A, Hq. 32nd Air Division (SAGE), Oklahoma City AFS, Oklahoma City 45, Okla., giving name and address, Reserve grade and AFSC.

RESERVE SHARPSHOOTERS—Five Reservists took fourth place team honors in the 1962 All AF Small-Bore Rifle Championship matches at Lackland AFB, in June. They were: Capt. Gerald S. Maloney, 349th TCWg., Hamilton AFB, Calif.; Maj. William L. Pruden, 9630th ARSq., Denver, Colo.; Lt. Col. Joseph M. Decker, 9439th ARSq., Luke AFB, Ariz.; A3C Victor L. Auer, 452nd TCWg., March AFB, Calif., and A3C Donald M. Velasco, 349th TCWg., Hamilton AFB. Decker and Velasco had scored earlier in CONAC's match at Lackland. Lt. Col. Elmer H. Worth of the 2493rd ARSec., Bolling AFB, Washington, D. C., took grand aggregate honors in that match's pistol competition.

TEXAS PLAN—The 136th Air Defense Wing has initiated a "Texas Plan" for year-round field training. The new plan does away with the old "summer camp" concept of field training. Guardsmen now work with commanders in scheduling 12 field training days for the fiscal year. These are frequently spread over the entire year, with most of them falling on weekends so as not to conflict with regular civilian jobs. The remaining three days required for training are reserved for practice alerts and similar activities required for the Wing's mission. Letters have been sent to employers explaining the plan.

Short Hops

Fixed-wing flying came to an end at Bolling AFB on July 1, after 44 years of flying activity. Some 17,000 airmen and civilians, including 12 former base commanders, were on hand to watch the last aircraft take

off. . . . Seven F-102 Delta Dagger fighter interceptor groups from the Air National Guard will compete in the Ricks Trophy event which will be held this year in connection with the annual Air Force Association convention, at Las Vegas, Nev., September 18-23. . . . Reserve units are reminded that CONAC's band is available for approved civilian or military functions. It may be had in units ranging from a three-piece combo to a 50-man band. Application should be made on CONAC Form 5, at least three months in advance.

A1C Shirley Prough recently became the first woman member of a Northwest recovery squadron when she joined the 9602nd AFRRSq at Twin Falls, Idaho. . . . The Air Weather Service celebrated its 25th birthday last month. AWS became a part of the old Army Air Corps back in 1917.

Ronald F. O'Brien, former Ohio State University diving champ and personnel specialist with the 121st TFWg., was one of seven swimmers and divers who represented the U. S. in the Japanese National Championships July 27-28. Ron was called to duty last October as part of the Berlin buildup. . . . SSgt Edward J. Pasquarella, NCO in charge of the 139th Aeromedical Evacuation Flight, 109th Air Transport Group, Schenectady, N. Y., was one of two honor graduates in a recent class of 52 students attending the Aeromedical Evacuation Technician Course at Brooks AFB, Tex. A Guardsman recalled last October, Sergeant Pasquarella has been a member of the New York ANG unit for ten years. . . . 2nd Lt. George J. Forster of the 126th Air Refueling Squadron, Wisconsin ANG, recently graduated top man (ANG quota) in the pilot training class at Vance AFB, Okla. Lieutenant Forster was presented the coveted Air Training Command Commander's Trophy for having maintained the top slot throughout the year.

The Navy received a helping hand from the Alaska Air Guard recently when Guardsmen flew seven resupply missions to Fletcher's Ice Island. The Navy maintains a research lab on the Island, about 400 miles northwest of Pt. Barrow, in the Arctic Ocean. . . . Lt. Col. Clifton Eisele Jr., a Washington, D. C. Air Guardsman recalled for his third tour of active duty during the Berlin buildup last October, was featured in the July issue of Pageant magazine. Eisele, who is director of safety for the 113th TFWg., Andrews AFB, Md., was the subject of an article entitled "Flight Three."

A Reservist's suggestion to former boxing champions Jack Dempsey and Rocky Marciano to honor the youth of this nation for their achievements in sports is credited with the formation of what is today known as the Youth Hall of Fame. Its founder is TSgt. Michael Giacco, a member of the 9200th AFRRSq., at Allentown-Bethlehem-Easton Airport, Pa. In addition, Sergeant Giacco creates clay busts of sports notables throughout the world to be used as Youth Hall of Fame awards.

The 8373rd AFRRGp., Roanoke, Va., scored a double victory in June when two of its members were named "Father of the Year." Lt. Col. A. Erskine Sproul, medical officer and Captain Emersen B. Petersen, personnel staff officer for the 8373rd, were awarded the titles. Sproul, who has four sons, received his title in an event sponsored by the Staunton-Augusta, Va., Chamber of Commerce. Petersen, who has two sons and a daughter, was chosen as the Salem, Va., "Father of the Year."

REPORT FROM WASHINGTON

THE PENTAGON—A USAF study just completed indicated that more effective management and utilization of AFRes Part I mobilization positions is necessary because of limitations on drill pay spaces. Additional drill spaces also are urgently needed to increase the higher priority manning of the Ready Reserve units. As a result, all major commands have been requested to screen each position and the training and availability status of each incumbent.

Civil Service employees in grades GS-12 and higher will receive special scrutiny to determine that they will in fact be available in a national emergency as will other persons holding critical civilian jobs. Reservists who are civilian employees of the Department of Defense will not be assigned to mobilization positions in Training Categories A, B, or H unless the position requires qualifications essentially different from those required in their civilian jobs.

All Reservists will be assigned or reassigned to the training category which reflects the minimum amount of training necessary to attain or maintain an acceptable degree of proficiency in the assignment. As each Reservist progresses in rank or gains experience, it is expected that he will require less training. Applicants for mobilization positions and incumbents in such positions will be authorized training in excess of 15 days active duty for training annually only when deficiencies in their training obviously require correction by additional training.

The review does not apply to general officer positions as these positions are reviewed and justified annually by a special board.

Air Force Reservists returning to civilian life this summer, with no jobs waiting for them, will be entitled to benefits of the Ex-Servicemen's Unemployment Compensation Act of 1958. The first contingents of Reservists and Air National Guardsmen called up for the Berlin crisis last fall arrived at Andrews AFB, Md., last month.

Benefits under the compensation law, known officially as Public Law 85-848, are extended to all servicemen who have actively served 90 days or more in any one of the military branches.

Officials of the Bureau of Employment Security of the Department of Labor pointed out that all Re-

servists released from active duty must register with state employment offices nearest their homes to establish their eligibility for benefits. Since each state has different regulations covering the payment of compensation benefits, immediate registration with a state employment office is a must for all officers and airmen returning to civilian life.

The Air Force has published a new AF manual 11-2 entitled AF Manual of Abbreviations. It incorporates official abbreviations for the Air Reserve Forces (ARF), Air Force Reserve (AFRes), Air National Guard (ANG) and Air National Guard of the U.S. (ANGUS).

ON THE HILL—Congress has recently taken action on several bills affecting Reservists. Public Law 87-509, which amends the Armed Forces Reserve Act of 1952, and in general equalizes payments to Reservists upon their involuntary release to inactive duty with payments received by regulars who are involuntarily separated, was signed by the President on June 28, 1962 . . . Public Law 87-531 which increases the Basic Allowance for Quarters, was signed by the President on July 10, 1962. This law increases the BAQ rates for officers and enlisted personnel. Class "Q" allotments are no longer required for E-4's with over four years service and above. Reservists on active duty for training will be entitled to draw BAQ for any period, except that E-4's with under four years service and below will not draw BAQ for periods of less than 30 days. Reservists ordered to training under the six months' training program or any similar program requiring a training period of not less than three but not more than six months will not be entitled to the benefits of this bill. Class "Q" allotments will not be required for Reservists on active duty for training. The effective date of Public Law 87-531 is January 1, 1963 . . . Indications are that the Secretary of Defense is pressing for submission of the new ROTC program to Congress during this session . . . Congressional action on bills providing for recomputation of retired pay (H. R. 4331 and S. 626) has been deferred to the 88th Congress. The Defense Study Group on Military Compensation is expected to submit recommendations on this subject late this fall.

AIR FORCE POINT OF VIEW

Reluctantly, but with determination, we must see to it that the aerospace—our air and the space beyond—shall never become a medium by which nation can prey upon nation, nor by which freedom can be suppressed anywhere on Earth.

EUGENE M. ZUCKERT, *Secretary of the Air Force*

COUNTERFORCE . . .

In a statement of far-reaching significance the Secretary of Defense said on June 16, that "the U. S. has come to the conclusion that, to the extent feasible, basic military strategy in a possible general nuclear war should be approached in much the same way that more conventional military operations have been regarded in the past. That is to say, principal military objectives, in the event of a nuclear war stemming from a major attack on the Alliance, should be the destruction of the enemy's military forces, not of his civilian population."

In delivering this major policy address at commencement exercises at the University of Michigan, Secretary McNamara made clear that he was describing "the United States views on the role of nuclear forces in the strategy of the Alliance." The NATO Alliance, he said, "necessarily depends, for the deterrence of general nuclear war, on the powerful and well protected forces of the United States, which are necessarily committed to respond to enemy nuclear strikes wherever they may be made." He also indicated "the need for substantial non-nuclear forces within the Alliance to deal with situations where a nuclear response may be inappropriate or simply not believable." And he emphasized that "we in the Alliance all need each other." Relatively weak national nuclear forces with enemy cities as their targets are not likely to be sufficient to perform even the function of deterrence," said the Defense Secretary. He added that "limited nuclear capabilities, operating independently, are dangerous, expensive, prone to obsolescence, and lacking in credibility as a deterrent. Clearly, the United States nuclear contribution to the Alliance is neither obsolete or dispensable."

"We are convinced," said Secretary McNamara, "that a general nuclear war target system is indivisible, and if, despite all our efforts, nuclear war should occur, our best hope lies in conducting a centrally controlled campaign against all of the enemy's vital nuclear capabilities, while retaining reserve forces, all centrally controlled." The Secretary of Defense described the Polaris force as "peculiarly well suited to serve as a strategic reserve force."

Having a counterforce capability—a capability to destroy enemy military forces, while avoiding cities—does not mean that enemy cities could not be destroyed by our forces if an enemy began striking at our cities. Compared to striking enemy military forces, this task is less difficult although not preferable. Said Secretary McNamara: "The very strength and nature of the Alliance force make it possible for us to retain, even in the face of a massive surprise attack, sufficient reserve striking power to destroy

an enemy society if driven to it. In other words, we are giving a possible opponent the strongest imaginable incentive to refrain from striking our own cities."

On cost of the counterforce strategy Secretary McNamara said: "The strength that makes these contributions to deterrence and to the hope of deterring attack upon civil societies even in wartime does not come cheap . . . During the coming fiscal year, the United States plans to spend close to \$15 billion on its nuclear weapons to assure their adequacy. For what this money buys, there is no substitute."

COMBAT READY . . .

There is a need for greater Air Force readiness to respond to orientation needs of military personnel wherever they might serve in the future. Plans, procedures, people and facilities for keeping personnel informed of their mission, and of the people and problems in countries to which they might be suddenly transferred, must be as ready as other essential capabilities.

"No part of a leader's function is more important than keeping his people informed," said the Chief of Staff recently. "This kind of communication is essential to achieving purposeful action." Continuous attention must be given to maintaining the effectiveness of the information function and its readiness—not only in Southeast Asia, but wherever else Air Force assistance may be required. Information on virtually all areas of the world is available through sources listed regularly in USAF Information Program Bulletin, mailed to all information officers. Especially useful is the Catalogue of Information Materials (AFP 190-1-3) published by Armed Forces Information and Education, Department of Defense.

MILITARY AID . . .

Secretary of State Dean Rusk has said, "We face formidable military threats and shall need the combined arms of the Free World to meet them. Surely we must not learn all over again that weakness can tempt aggression. Our foreign aid program includes military aid to help in building the common defense."

It is important that this be understood. Points to emphasize when you speak of the Military Assistance Program:

- It is an integral part of our defense expenditures.
- It is essential to support our "forward strategy" of rallying all possible support to contain Sino-Soviet expansion and deter Sino-Soviet aggression.
- It is an essential manifestation of our leadership in world affairs, because one cannot assert leadership with words alone.

the air reservist

RESPONSIBILITIES . . .

The President outlined officers' "non-military" responsibilities in an address at graduation exercises at the U. S. Military Academy on June 6. He said that "our Forces must fulfill a broader role as a complement to our diplomacy, as an arm of our diplomacy, as a deterrent to our adversaries, and as a symbol to our allies of our determination to support them."

His observations point to problems that many Air Force members are coping with today—and which others should prepare themselves to meet in the future. It is to prepare young officers for problems of this kind that the Air Force puts unusual weight on the humanities, including studies of problems affecting current world affairs, at the Air Force Academy and sends a number of its Academy graduates directly into post-graduate study in international affairs.

The President added:
"In the years ahead, some of you will serve as advisors to foreign aid missions or even to foreign governments. Some will negotiate terms of a cease-fire with broad political as well as military ramifications. Some of you will go to the far corners of the Earth, and to the far reaches of space. Some of you will sit in the highest councils of the Pentagon. Others will hold delicate command posts which are international in character. Still others will advise on plans to abolish arms instead of using them to abolish others. Whatever your position, the scope of your decisions will not be confined to the traditional tenets of military competence and training.

"You will need to know and understand not only the foreign policy of the United States, but the foreign policy of all countries scattered around the world, who 20 years ago were the most distant names to us. You will need to give orders in different tongues, and read maps by different systems. You will be involved in economic judgments which most economists would hesitate to make. At what point, for example, does military aid become burdensome to a country and make its freedom endangered rather than helping to secure it? To what extent can the gold and dollar cost of our overseas deployment be offset by foreign procurement? Or at what stage can a new weapon system be considered sufficiently advanced to justify large dollar appropriations?

"In many countries, your posture and performance will provide the local population with the only evidence of what our country is really like. In other countries, your military mission, its advice and action, will play a key

role in determining whether those people will remain free. You will need to understand the importance of military power and also the limits of military power, to decide what arms should be used to fight and when they should be used to prevent a fight; to determine what represents our vital interests and what interests are only marginal. Above all, you will have a responsibility to deter war as well as to fight it."

THE X-20 . . .

Dyna-Soar, the Air Force's piloted glider, which can be hurled into space and then re-enter the Earth's atmosphere, will be known as the X-20 during its experimental phase. The new designation, given to the vehicle is in line with the long-standing practice of applying letter-number designators to operational and experimental vehicles.

A one man, piloted, delta-wing aerospace glider, the X-20 will be launched into orbit by a Titan III rocket booster, a modified liquid-fueled Titan II which will use large solid propellant rockets as the first stage.

Because the X-20 will be a combination aerodynamic and space vehicle, the pilot will have the choice of time for initiating re-entry from orbit for the long glide to Earth.

The X-20 will be neither missile, airplane nor satellite but will have certain characteristics of each. Its capacity to fly within and beyond the atmosphere will make the X-20 the first U. S. aerospacecraft.

GUERRILLA WARFARE . . .

"The real source of the guerrillas' ability to fight is provided by the people of the countryside whose support is extorted by the ruthless use of terrorism," according to the Chairman of the Joint Chiefs of Staff. General Lyman L. Lemnitzer recently made these observations about sources of guerrilla strength:

"The support of the local population is absolutely essential if the Communist guerrilla forces are to be defeated. This fact emphasizes a point which I believe to be of fundamental importance in assessing the contributions which our programs—both economic and military—can make. To counter the pressures used by the guerrillas to extort support from local populations, a key requirement is for local government programs which make it clear to their people that their interests lie with those of government, and not with the interests of the Communist guerrillas. But such programs, on the scale required, are beyond the capabilities of certain governments which now face a guerrilla threat."

AIR FORCE POINT OF VIEW

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EUGENE M. ZUCKERT, Secretary of the Air Force

a number of high ranking military and civilian officials, including an unscheduled greeter. Fifty Reservists of the 101st Aircraft Control and Warning Flight (Mass.), landed at the base a few minutes before President John F. Kennedy jetted in. The President expressed a desire to greet them personally.

① The Commander in Chief, accompanied by Maj. Gen. Winston P. Wilson, deputy chief, National Guard Bureau (background), strolled through the

Lt. Col. Gerald M. Campbell, senior officer on the first flight; Lt. Gen. William S. Stone, deputy chief of staff for personnel, USAF; Maj. Gen. Chester E. McCarty, assistant chief of staff for Reserve Forces, USAF; Maj. Gen. Winston P. Wilson; and Maj. Gen. William K. Martin, director of information, USAF.

③ Generals Stone and McCarty talk with returning Reservists.



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Reference

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The Official Magazine Of The Air Reserve Forces

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The Official Magazine Of The Air Reserve Forces

Vol. XIV—No. 8 Sept./Oct. 1962

AIR FORCE RESERVE
AIR NATIONAL GUARD CIVIL AIR PATROL

General Curtis E. LeMay
Chief of Staff, United States Air Force

Maj. Gen. Chester E. McCarty
Ass't Chief of Staff Reserve Forces, USAF

EDITOR:

Fred E. Giachino

ASSOCIATE EDITOR:

Thomas Wright Jr.

STAFF WRITER:

TSgt William J. Turner

The Air Reservist is an official publication of HQ USAF approved by the Secretary of the Air Force in accordance with Section 278, Title 10, U. S. Code. This section requires the dissemination of complete and up-to-date information of interest to the Air Reserve Forces.

Editorial Office: The Air Reservist
P.O. Box 423, Bolling AFB, Washington 25, D. C.

The material contained in The Air Reservist is listed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by Hq. USAF.



the
cover

A 2,100-pound boilerplate version of the Mercury capsules which have carried our astronauts in their orbiting of the world, is shown leaving the cargo hatch of a C-119 Flying Boxcar, being flown by a crew of the 446th TCWg. This action took place during a test drop over Trinity Bay, near Houston, Texas. The 446th, based at Ellington AFB has made a number of such drops in support of NASA's Manned Spacecraft Center at Houston.

People

General William F. McKee,
Vice Chief of Staff, USAF

General McKee, who replaced retiring Gen. Frederic H. Smith last July, is the first non-rated officer to hold the Air Force's number two military post. McKee, who was graduated from West Point in 1929, received his fourth star in June 1961. Prior to his new assignment he was Commander, AF Logistics Command.



Maj. Gen. John H. Foster,
AFRes, new ROA president

General Foster, a longtime flier and recognized Reserve leader recently became the ROA's 29th national president. Texas-born Foster is currently serving as deputy commander of the 12th Air Force. He is also chairman of TAC's Reserve Forces Policy Committee.



Colonel I. G. Brown,
new assistant chief, NGB for ANG

A native of Hot Springs, Ark., he assumed his current post in August taking over part of the duties formerly handled by Maj. Gen. W. P. Wilson. Col. Brown served as executive secretary, Air Reserve Forces Policy Committee since 1939. His nomination as brigadier general awaits Senate confirmation.



SMSgt. Richard Bower,
146th Air Transport Wing

Bower, a maintenance supervisor for the Van Nuys, Calif., wing, designed a gimmick to speed engine overhauls by 75 percent. The sergeant's device is said to have saved taxpayers \$84,000 that otherwise would have been needed for new equipment.



THE WHITE HOUSE

WASHINGTON

July 17, 1962

Dear Mr. Secretary:

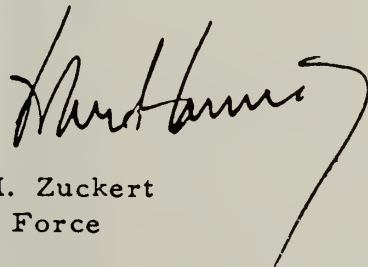
I would like to express my appreciation for the outstanding performance of the Air Reserve Forces mobilized during the past year.

The swift and accident-free deployment to Europe of several hundred jet fighter aircraft of the Air National Guard within days after mobilization, followed almost immediately by full combat-alert posture, was a convincing demonstration of the "Ready Now" status of the Air Reserve Forces. The quick augmentation of our forces in Europe was a powerful factor in preserving the peace during this period of crisis. In addition, the substantial Reserve Forces backup to the Tactical Air Command and the Military Air Transport Service, contributed by the mobilized units that remained in the United States, added materially to our total deterrent power.

I am mindful of the personal sacrifices made by these Reservists during this period, including significant reductions in personal income and, in thousands of cases, prolonged separations from their homes and families.

The Air Force is to be congratulated for the outstanding contribution to the cause of freedom made by its Reserve Forces during this critical time.

Sincerely,



The Honorable Eugene M. Zuckert
The Secretary of the Air Force
Washington, D. C.



A MESSAGE FROM THE PRESIDENT

Plans & Policy

■ Officer Recalls

The voluntary recall of qualified lieutenants and captains in all skills has been authorized by USAF. Recalls will be to Extended Active Duty in career Reserve status, regardless of educational level and flying status, with the exception of navigators. Navigators recalled will enter on EAD in nonrated specialties. Applicants must possess the following qualifications:

- Be in grade of lieutenant or captain.
- Lieutenants must not have reached their 34th birthday, and captains must not have reached their 37th birthday.
- Meet requirements of AFR 45-26, except age.
- Not be on ROPA deferred list, or must not have been involuntarily released from Extended Active Duty.

Applications (AF Form 125, in duplicate) from AF Reserve officers should be mailed immediately to Air Reserve Records Center (RPMM-1), 3800 York Street, Denver 5 Colo. Air National Guard officers should apply through their Guard units to the National Guard Bureau, Attn: NG-AFPO, Wash. 25, DC.

■ Promotion Board

A Board of Officers will convene at the Air Reserve Records Center, December 3-14, to consider approximately 10,000 eligible Reserve captains for promotion to the grade of major. The provisions of Sections 8362, 8366 and 8367, Title 10, United States Code, and AFR 45-16,

will apply. To be eligible for consideration, officers must hold a promotion service date on or before March 31, 1957, have a total years service date on or before March 31, 1950, and must have been in an active status for one year prior to the Board's convening date.

Eligible officers who wish to submit communications under the provisions of Section 8362, Title 10, USC should write direct to the President, Reserve Officer Promotion Board, Air Reserve Records Center, 3800 York St., Denver 5, Colo. All communications must arrive prior to the date the board convenes.

■ Direct Commissioning

The number of AF Reservists receiving direct commissions is expected to increase sharply under new procedures. The new directives establish 200 as the number who can receive such commissions under the FY '63 Outstanding Reserve Airman Appointment Program. A limitation of 75 direct appointments annually has been the rule in the past.

One of the major changes under the program is the provision for awarding direct appointments to a limited number of airmen in a draft deferred status. Now certain draft deferred individuals meeting specified criteria can qualify. Previously they were excluded from consideration. Another change is the definite requirement that at least 50 percent of the airmen selected for commissioning by direct appointment must be college graduates. There was no set provision for this under the previous program.

Among the factors considered are age, education, civilian occupation, intelligence, Reserve assignment and participation. To be eligible for consideration Reservists must meet specific age criteria and they must have actively participated in a Ready Reserve unit as enlisted personnel for a specified period of time. Further information can be obtained from the personnel office of the nearest AF Reserve organization.

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PLEASURABLE BUSINESS

Reservists of the 76th Troop Carrier Squadron, Homestead AFB, Fla., had the satisfaction of mixing business with pleasure this past summer. While ferrying a C-119 from St. Augustine, Fla., to Rio de Janeiro they stopped at Salvador, Brazil, where they delivered 2,300 pounds of medical supplies to Sister Irma Dulce, a Catholic nun and founder of the Alberque St. Antonio Orphanage and Hospital for abandoned children.

The supplies were the gift of World Medical Relief, Inc.

Pictured (l-r) are: Capt. Gerald Benson, plane's navigator; an unknown Brazilian soldier; Radio operator, A2C Ronald Rigg (inside aircraft); an orphan; Sister Irma Dulce; Dr. Frank Raila, American doctor at the Orphanage; and Mr. Lee Blain of the American Consulate at Salvador. Crewmembers not shown were: Pilot, Capt. Bernard Sherline; Co-pilot, Capt. Louis Payor; and flight mechanic, SSgt. Samuel Hollingsworth.



AIR traffic controllers of the Air National Guard have scored a significant "first" this summer at Phelps-Collins Field, an ANG field training site and Alpena, Michigan's municipal airport. They operated the control tower, GCA, and other navigational aids.

It's the first time Air Guardsmen not on active duty have moved in to assume full responsibility for air base traffic control away from their home station, and may lead to more key assignments in the months ahead.

The job was handed to the 231st Mobile Communications Squadron of the D. C. Air National Guard by its gaining command, the Air Force Communications Service. The squadron, commanded by Maj. Robert G. Tucker, includes five flights from Alabama, Indiana, Louisiana, Mississippi, and South Carolina.

Until this year, control towers at all ANG field training sites have been operated by USAF personnel from AFCS's 3d Mobile Communications Sq., Tinker AFB, Okla.



only during daylight hours, the tower on several days recorded more than 400 takeoffs and landings. It also monitored refueling contacts in the Alpena area between the RF-84s and KC-97 tankers from the Guard's 126th Refueling Wing of Chicago, Ill.

The third training period from August 5 to 19 saw the pace of flying activity maintained, as the 123d Tactical Reconnaissance Wing of Louisville, Ky., took over the training site with three of its four RB-57 squadrons, from Louisville, Hutchinson, Kans., and Reno, Nev. The fourth squadron, from Little Rock, Ark., was based at Travis Field, Savannah, Ga., to participate in Exercise Swift Strike II.

Handling communications for this wing were the 232nd from Montgomery, Ala. and 238th, Meridian, Miss.

Before any military personnel can supervise tower operations, they must pass an FAA examination covering tower procedures, radio frequencies, navigational aids,

Lt. Charles Milton (c) of the 231st, accepts control tower equipment from active duty personnel during the encampment at Phelps-Collins Field.

NEW TASKS FOR ANG MOBILE COMMUNICATIONS

BY LT. COL. ALLAN R. SCHOLIN/Hq, D. C. ANG

"We welcomed this test," said Maj. Gen. William H. Abendroth, Commanding General of the D. C. National Guard. "We believe the performance by the 231st this summer demonstrates its ability to serve the Air Force wherever it may be needed."

Like the Guard's flying units which they supported, most of the air traffic control personnel were assigned to Phelps-Collins in two-week segments. A few, under 1st Lt. Charles Milton, the 231st's project officer, remained at Phelps-Collins throughout the summer to tie together administrative and supervisory chores.

First to arrive, for the period July 6 to 20, were the 235th flight from Fort Wayne, Ind., and the 240th of McEntire ANG Base, S. C. Their "customer" was the Guard's 130th Troop Carrier Squadron of Charleston, W. Va. The 130th, equipped with amphibious SA-16s, works with Army Special Forces.

Traffic operations stepped up in the second training period from July 21 to August 4. The 130th squadron was replaced by the 127th Tactical Reconnaissance Wing of Detroit, Mich., with two squadrons of RF-84Fs and one of RB-57s. The first two communications flights were succeeded by personnel of the 231st Squadron from Washington, D. C., and its flight from Hammond, La.

Though the 127th wing normally flew training missions

and hazards to flying in the control area. At Phelps-Collins these examinations were given by SMSgt. Billie J. Putnam, USAF advisor with the 240th flight of South Carolina.

A second key non-com was MSgt. William W. Banks of the USAF's 1999th Communications Squadron, Sewart AFB, Tenn., representing AFCS's Southeast Region headquarters at Robins AFB, Ga. His task was to monitor the proficiency of Air Guardsmen manning the tower.

Tower operations represented only part of the duties performed by the communications units at Phelps-Collins. Squadron personnel arrived with their equipment in vans, set up antennas, and went to work. Besides establishing contact with USAF communications channels, they set up voice and teletype networks between Alpena and home stations of flying units in training. To complete these circuits, detachments from the squadron were based progressively at home stations of the flying units—Charleston, W. Va., Detroit and Battle Creek, Mich., Louisville, Ky., Savannah, Ga., and other points.

There are numerous communications units in the Air Guard; their personnel represent one sixth of the Air Guard's strength. But even among these units, the 231st is an unusual unit. When fully manned and equipped, the

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Plans & Policy Cont'd.

■ New Secretary

Col. Charles F. Bock has been named executive secretary of the Air Reserve Forces Policy Committee succeeding Col. I. G. Brown. Colonel Bock, an Air Force Reserve officer and former Guardsman, has been chief of the Reserve Activities Group, Directorate of Military Personnel, Hq USAF, since June 1960. The next meeting of the Air Reserve Forces Policy Committee will be held October 19-24.

■ NGA Conference

The National Guard Association held its 84th annual general conference in Denver, Col. on September 17-20.

Among the key speakers was Major General Chester E. McCarty, Assistant Chief of Staff for Reserve Forces, USAF. The general emphasized the important contributions of the Air Reserve Forces during the recent Berlin buildup. He said:

"... No greater tribute can be paid to the men who served on active duty than to point out that they accomplished the purpose for which they were called. Tensions which were at the boiling point did not erupt. The Soviets calculated our performance in terms of speed, size, and percentage of total and were evidently impressed.

"The record of the Air Reserve Forces during the Berlin Buildup had another impact—one which may have far reaching affects on our ability to assure our continuing freedom. Never in my years of association with and membership in the military have I found such a majority of confidence in the ability of the Air National Guard and Air Force Reserve to pull their weight on the Air Force team. The leaders of the Air Force and the rank and file are virtually unanimous in echoing General LeMay's assessment of 'They can fight. They can be depended upon.' ..."

■ New Courses

The Extension Course Institute is offering new home study courses for communications center specialists and experts on government contracts.

The communications center course (2934A) is a four-volume, 153-hour course covering teletype-station operation, equipment and such subjects as message format, garbled message procedure and tape reading. The course fulfills the knowledge requirement for award of a new AFSC. It is open to those with administrative aptitude scores of 40 percentile, who can use all fingers, and have available the use of teletypewriter equipment or a typewriter for practice.

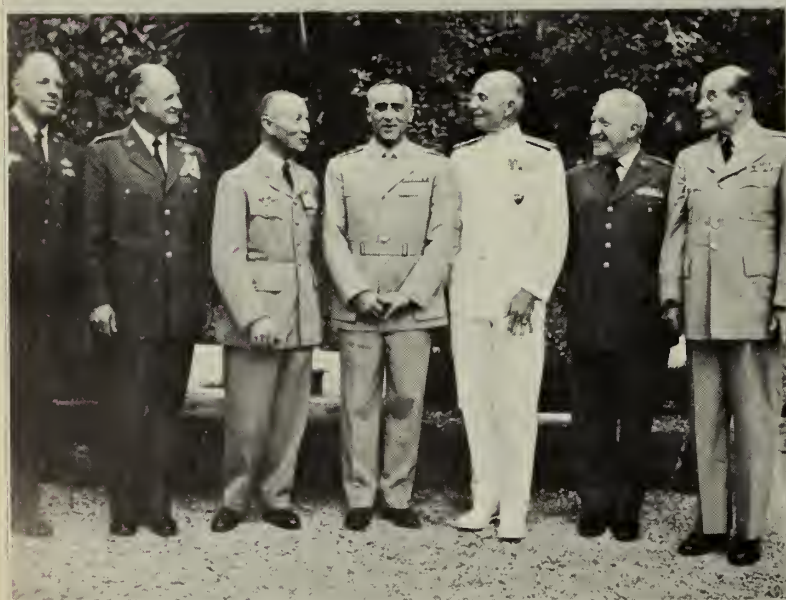
The government contracts course is a four-volume, 144-hour course covering law, executive orders, regulations, court rulings and opinions on procurement. To be eligible, students must be JAG officers, civilian attorneys with contract responsibilities, contract officers, buyers, procurement specialists or persons preparing for such duties.

■ ANG from page 5

231st is capable of moving anywhere in the world to set up and operate not only traffic control and navigational aids, but all necessary communications within a theater of operations, including voice, teletype, code, and facsimile. There are only three comparable squadrons in the active Air Force.

The ability to move in swiftly with mobile communications is a key element in Air Force plans to oppose Communist-inspired guerrilla warfare. This is particularly true in underdeveloped parts of the world where there are few, if any, fixed communications facilities.

In light of these conditions—typified in the war now going on in South Vietnam—it is understandable that the Air Force Communications Service is very much interested in seeing that its Air Guard mobile communications squadrons achieve and maintain a high level of proficiency.



CIOR Meets In Rome

The Congress of Confederation of Interallied Reserve Officers Associations met in Rome, August 25-30. Conferees shown (l-r) are: Maj. Gen. John H. Foster, USAFRes., Reserve Officers Association president; Maj. Gen. Chester E. McCarty, assistant chief of staff for Reserve Forces, USAF; General of the Army Jean Noiret, inspector general of the French Army; Lt. Gen. Umberto DeMartino, Italian Army, commandant of the NATO Defense College, Paris; Rear Adm. Donald T. Eller, deputy chief of staff for logistics and administration, Allied Forces, Southern Europe, Naples; Brig. Gen. Daniel DeBrier, USAFRes., representing the AF Association; and Lt. Col. Leon Turrou, USARes. (Ret.), retiring president of CIOR. The major objective of CIOR is the support of NATO. Its committees meet with the Supreme Commander (SHAPE), to discuss how CIOR can help NATO.



Majors Joseph E. Williams and William H. Barr, AFRes pilots with the 446th TCWg., examine replica of Mercury space capsule. Their successful drops add to NASA's space age knowledge.

Mercury space shots hold a special meaning for the officers and men of the 446th Troop Carrier Wing at Ellington AFB. This versatile group has been air-dropping prototype Mercury capsules and testing homing devices for NASA since May. Such programs prove the Air Reserve Force capabilities in the space age.

THE 446th Troop Carrier Wing of Ellington AFB, Tex., is making a direct contribution toward the National Aeronautics and Space Administration's efforts for a successful manned space flight to the moon. Ellington's Reserve aircrews are presently supporting their new neighbors, Houston's Manned Spacecraft Center, with test drops of prototype Mercury capsules from their C-119 Flying Boxcars. These drops, which represent the first airborne testing by NASA in this area since their arrival, are being conducted over Trinity Bay, some 30 miles east of Houston.

The program began with an initial drop on May 31. A number of such tests have been conducted since that time. It is anticipated that later modifications to the Mercury spacecraft will include retrorockets and a side sail parachute. When this occurs, the 446th aircrews will have requirements for land drops as well as overwater missions.

Thus far testing with the 2,100-pound boilerplate version of the Mercury spacecraft has proven out the design of a modified release mechanism situated in the rear of the C-119. Drops have been made from 1,500 and 2,500 feet.

"We are making improvements in the space capsules all the time," John W. Kiker, chief of the Landing and Impact Systems, Research and Development Division of the Manned Spacecraft Center said. "And as we change the configuration of the capsules, we will have to test the deployment of the parachute and landing characteristics by dropping the capsule from the aircraft."

Planning for each capsule drop mission begins a month in advance when Spacecraft Center officials present their proposed flying require-

RESERVISTS IN THE SPACE AGE

ments for the coming 30 days. The day preceding each mission Maj. Joseph E. Williams, operations officer for the 446th, meets with Mr. Milton Windler, a research engineer who serves as NASA's project coordinator, to iron out last minute details. The spacecraft is loaded aboard the aircraft at that time.

"Drop procedures are as standard in accordance with troop carrier doctrine as we can make them," Major Williams states.

On the morning of a scheduled mission Ellington's flight line is swarming with technicians. Following a briefing, the aircrew makes a final check of the aircraft and Center technicians insure that all spacecraft systems are operational.

Initially, a dry run mission is flown over Trinity Bay to establish that the target area has been cleared of marine traffic. Then the action begins. A 20-man life raft with a white smoke buoy attached serves as the target. Floating about one-half mile away is a shrimp boat whose task is to recover the capsule. A light chase plane, carrying cameramen to capture the release and fall of the capsule on film, flies off the left wing of the C-119.

Two minutes away from the target, the C-119 loadmaster removes

the capsule restraint chains on the command—"Green procedure now, remove chains." One minute away, final voice clearance, okaying the drop, is received by the aircrew from the recovery boat in the bay.

As the spacecraft replica descends, the pilot parachute blossoms open to check the rate of fall. When the spacecraft strikes the water, an explosive bolt disengages the parachute from the capsule. Minutes later, the crew of the recovery boat pull the capsule aboard.

The 446th also flies a second type of experimental mission for the Manned Spacecraft Center, testing beacon receiver equipment in flight. On these missions the C-119 aircrew fly along the Gulf coast to test the ability of a modified receiver installed in their airborne radio equipment. This receiver picks up a signal emitted by a beacon similar to the homing device used to recover astronauts should they land outside the target area.

Ellington's Reserve aircrews are proud of their increasingly important role in support of NASA's research endeavors. To commemorate the 446th's entry into the space age effort, Brig. Gen. Russell F. Gustke, commander, presented officials of the Houston Chamber of Commerce with an exact replica of the first C-119 used in the Mercury experimental drops. The 35-pound version, complete with identical tail markings and the 446th wing emblem, was presented earlier this year.

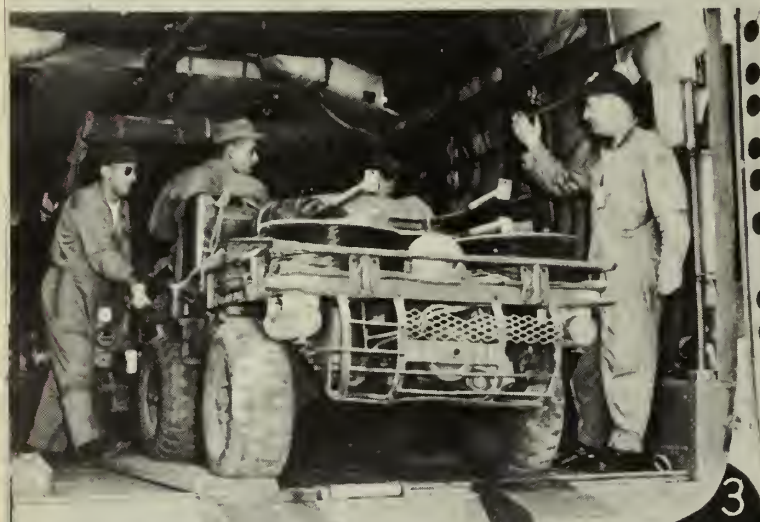
In making the presentation, General Gustke stated, "It is appropriate that this model be presented to you, whose membership is composed of Houston's leading citizens, since our Reserve aircrews represent a cross-section of your business community."



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SWIFT STRIKE II

① Generals Curtis E. LeMay (r), C/S, USAF and Paul D. Adams, STRICOM commander, glance skyward as Air Force Reservists drop paratroopers of the 82nd Airborne Division during Swift Strike II. ② Reserve C-119s line the ramps of Shaw AFB, S.C., waiting to transport Blue Force troops and equipment. ③ The arrival of this "Army mule," made possible by Reserve aircraft, adds another piece of equipment to counter the aggressor's threat. ④ Specialists in the field of guerilla warfare lent a somber touch of realism as they tested unconventional warfare techniques during the operation. ⑤ Lt. Gen. Joe Kelly (l), MATS commander; Secretary of Defense Robert S. McNamara; and Gen. Lyman N. Lemnitzer, then chairman JCS, are briefed following a 4,000 man parajump.

EXERCISE Swift Strike II, largest peacetime military maneuvers held on civilian territory since World War II, ended August 19.

Although now history, some time will elapse before the grueling two-week battle exercise is forgotten by the soldiers and airmen who took part in it. More than 70,000 men, 300 aircraft and countless tons of supplies and equipment were involved in the realistic problem fought over some 5,500 square miles of North and South Carolina real estate.

What made the overall operation unique was its realism. Unlike routine maneuvers where the outcome is known in advance, this exercise required command decisions under combat-type conditions.

Swift Strike II was conducted by the recently formed U. S. Strike Command (STRICOM), a mixed Army-Air Force unit set up to combine the mobility and fast striking power of the Air Force's Tactical Air Command with Army combat divisions. The purpose of the exercise, which was conducted August 5 to 19, was to give personnel realistic peacetime training in unified operational techniques and communications.

The hypothetical situation, conceived months ago by STRICOM officials, depicted a limited war situation that takes place with a nation friendly to the U. S. The nation, Renloa, is invaded by bordering Gutasu, a nation doctrinally aligned with Aggressoria and vitally interested in Renloa's vast oil resources. In keeping with provisions of a mutual assistance pact signed with Renloa, STRICOM forces are deployed to repel the aggressors.

Playing a vital role in the airborne operation of the exercise were hundreds of Air Force Reservists and Air National Guardsmen from bases stretching from Maine to California.

Seven Reserve units of the Continental Air Command served with the provisional 32nd Troop Carrier Air Division which ferried both Red (aggressor) and Blue (friendly) troops and equipment to the battle zones. With these units came 200 C-119 "Flying Boxcars" and 12 SA-16 "Albatrosses."

The units, all troop carrier wings, were the 302nd from Clinton County AFB, Ohio; the 433rd from Kelly AFB, Tex.; the 434th from Bakalar AFB, Ind.; the 452nd from March AFB, Calif.; 512th from Willow Grove Naval Air Station, Pa.; the 76th from Homestead AFB, Fla.; and the 129th from Haywood MAP, Calif.

Playing an important role in the operations of the 32nd was Reserve Brig. Gen. Russell G. Gustke as deputy commander of the air division. He is regularly the commander of the 446th Troop Carrier Wing at Ellington AFB, Tex. Another Air Force Reservist, Brig. Gen. George H. Wilson, served as deputy commander of the Blue Air Force. General Wilson is ordinarily the commander of the 445th Troop Carrier Wing at Dobbins AFB, Ga.

Other Reservists on the staff of the 32nd included Lt. Col. Frank C. Spiller, serving his two weeks of active duty as deputy for personnel and administration, and Lt. Col. Gale H. Lyon, director of the troop carrier command post during the exercise. The colonels were from the

8314th AFRRGp., Portland, Me., and the 8371st AFRRGp., Coraopolis, Pa., respectively.

All Red Air Force aircraft were from Air National Guard sources while the command element was drawn from Tactical Air Command's Ninth Air Force at Shaw AFB, S. C. Three squadrons of F-100 fighters from the 113th Tactical Fighter Wing at Andrews AFB, Md., and RB-57 reconnaissance aircraft from the 154th Tactical Reconnaissance Squadron at Little Rock, Ark., participated. Red pilots flew 467 close support and fighter missions and conducted 113 tactical reconnaissance missions.

F-100 "Super Sabres" from TAC's 615th Tactical Fighter Squadron, England AFB, La.; 308th TFSq., Homestead AFB, Fla., and 352nd TFSq. at Myrtle Beach AFB, S. C., flew 337 fighter sorties. RF-101 "Voodoo" reconnaissance aircraft from the 363rd Tactical Reconnaissance Squadron at Shaw AFB, S. C. completed 226 recon missions during the exercise.

The Military Air Transport Service airlifted 8,000 troops and 6,000 tons of equipment of the Fifth Infantry Division (Mechanical) from Colorado to the Carolina battleground. General Paul



Adams, STRICOM Commander, called the 72-hour airlift "an unparalleled performance and a military capability of greatest importance."

MATS employed 149 C-124s, 18 C-97s, 13 KC-135s, 11 C-133s and three C-118s on a continuous six-minute schedule during the operation. More than 350 aircrews, operating the two-way shuttle around-the-clock, flew 1,218 missions and logged over 19,000 flying hours.

Among those witnessing various aspects of Swift Strike were Secretary of Defense Robert S. McNamara; Gen. Lyman Lemnitzer, then chairman of the Joint Chiefs of Staff; AF Chief of Staff, Gen. Curtis E. LeMay; and Gen. Walter C. Sweeney Jr., Tactical Air Command commander. Also Maj. Generals Chester E. McCarty, assistant chief of staff for Reserve Forces and Winston P. Wilson, deputy chief of the National Guard Bureau.

With emphasis on lethality and speed of reaction, the hypothetical "War of the Carolinas" tested practically every concept of warfare for which the highly mobile STRIKE forces were tailored. In addition, it again proved the importance of a strong Air Force Reserve and Air National Guard.

QUESTIONS & ANSWERS

How are points applied for flying time? For each 4 hours of flying time performed in military aircraft by rated personnel and recorded on their Air Force Form 5, one point credit is given. Points for flying time performed during an authorized training period are deducted when performed on a day where 2 points have been awarded for other training (except correspondence courses).

I want to enlist in the Army. The local recruiting office tells me I am ineligible because Air Force DD Form 214 shows RE 2 in the remarks portion. How may I have this changed? The Department of the Air Force is not authorized to change the reenlistment eligibility code on a DD Form 214. A waiver for reenlistment may be submitted through your recruiting office or Air Force base. A portion of Paragraph 34, Air Force Manual 39-9, May 2, 1960, is quoted for your information: "... It is incumbent upon recruiting personnel to request waivers for applicants for enlistment when required ... Requests must contain complete information pertinent to the case, to provide the approving authority with a sound basis for a decision. A copy of the last DD Form 214, Report of Separation will be forwarded with the request for waiver for former military personnel ..."

What are the eligibility requirements for mandatory promotion consideration to the grade of Major, Air Force Reserve? A captain must complete seven years promotion service in grade, fourteen years total Federal commissioned service and be in an active Reserve Status.

I recently received a request from the Air Reserve Records Center for my Selective Service Number, however I have never had one; is my Standby Reserve Number the same thing? Either a Selective Service Number or a Standby Reserve Number is acceptable and required for completing your military records. The Selective Service System does not require registration for personnel born prior to August 31, 1922, although some individuals born prior to that date do have Selective Service Numbers.

I am a Ready Reservist with less than twelve months active duty. I enlisted on March 21, 1957 at 17½ years of age. What is my active Reserve obligation? Persons between the ages of 17 and 18½ years of age and without prior military service, who are enlisted in the Air Force Reserve assume with their enlistment an obligation to remain members and participate in training in the Ready Reserve for the duration of their enlistment. These obligations are for a period of eight years. In exchange for assumption of such status the individual is granted draft deferment. The individual must serve an initial period of active duty for training of six months after which he will be permitted to participate in training in a unit of the Ready Reserve.

I am a member of the Inactive Reserve holding the rank of A1C with date of rank 1956. Am I eligible to be promoted to staff sergeant? To be eligible for

promotion you must (a) Be assigned to an Active Reserve unit. (b) Be recommended by your commander. (c) Have met participation requirements of the program element to which assigned. (d) Have an Air Force Specialty appropriate to the grade to which promotion is contemplated. (e) The following time in grade is required: A/B to A3C 6 months; A3C to A2C 8 months; A2C to A1C 12 months; A1C to SSgt 18 months; SSgt to TSgt 21 months; TSgt to MSgt 24 months.

Are points earned in "preparation of instruction" creditable for Uniform Maintenance Allowance? For uniform allowance purposes, points earned must be duty which required wearing of the uniform. Accordingly "preparation of instruction" if otherwise proper, is creditable only if such duty required wearing of the uniform. The commander concerned should certify as to whether duties performed required wearing of the uniform. If the commander does not have personal knowledge, he should require a certificate from the claimant.

AEROSPACE LIBRARY

The Little Toy Dog, William L. White (Dutton, \$3.95). The story of USAF Captains John R. McKone and Freeman B. Olmstead whose RB-47 was shot down by a Russian fighter in 1960. The author gives a detailed account of what happened to the two airmen from their take-off in England to their release by the Communists.

Lifelines Through the Arctic, William Carlson (Duell, Sloan & Pearce, \$5.95). The dramatic story of military air operations in the North Arctic areas during World War II. To this story Dr. Carlson (the President of the Univ. of Toledo), has added post WW II arctic air operations such as DEW Line and BMEWS.

The Lady Be Good, Maj. Dennis E. McLendon, USAF (John Day, \$3.95). The story of a B-24 which bombed Naples in April 1943, overflew its home base, and was discovered perfectly preserved 16 years later in the Libyan desert.

Great Weapons of World War II, John Kirk and Robert Young Jr. (Walker and Co., \$10.00). Detailed text and supporting photographs tell the story of World War II in terms of the weapons used by the warring nations. Excellent material on aircraft, ships, tanks, and tank destroyers, artillery, small arms and miscellaneous weapons makes this a valuable reference.

Airplanes of the World, Douglas Rolfe and Alexis Dowdyoff (Simon and Schuster, \$4.95). Revised edition. A complete history of airplane development that covers everything from da Vinci's ornithopter to the latest aircraft flying today.

The Air Officer's Guide, 13th Edition (Stackpole Co., \$6.00). The 1962 revised edition has been brought up to date. The comprehensive index, which enables the reader to find the information he needs quickly, is a boon to individuals who do not have the time to sift through numerous regulations, manuals, and pamphlets.

CAP's Lt. Col. Donald L. Ehrlich (center) of Tucson, Ariz., and 2nd Lt. Ronald T. Mendes (r), Hawaii, learn intricacies of GAM 77 from A2C Bryce Hyndes, (instructor) at the Chanute AFB, Ill., course.



Civil Air Patrol News

ONE of the busiest Air Force bases in the country this summer was historic Chanute in Illinois which wrapped up its Air Reservist and Civil Air Patrol encampment and training programs with a "brain wave" of youngsters who descended, leaving many a Technical Training Command instructor checking back into his reference books.

The "brain wave" came when only 52 science-minded young men of CAP enrolled for CAP-USAF's second Space Age Orientation Course, an upgraded, revamped version of last year's premiere.

The Chanute Technical Training Center's missile school was not the only element of the sprawling facility that was taxed. Maj Gen. Lloyd P. Hopwood's staff maintained the regular schedule of Air Force instruction and, in addition, absorbed the 11th Mobile Communications Squadron of 300 Reservists, the 619th Air Force Hospital Reserve Squadron of 218 members, and two separate CAP wing encampments—Illinois and Wisconsin—each with more than 200 CAPers attending.

There were 40 Air Force bases playing host to CAP this year but Chanute took the brunt of those of Air Training Command. Amarillo AFB was host to Texas Wing; Keesler AFB, Miss., took the Louisiana Wing in tow, and California's Mather AFB quartered the California and Nevada Wings.

Chanute's space age course is a special ATC course designed for CAP by the training technicians there.

Here are samples of cadet caliber CAP sent to Chanute for the intense 40-hour week:

One young enlisted classroom instructor who simply mentioned the

once highly classified Quail missile—the B-52 decoy—had to step aside in awe at one point while an 18-year-old CAP cadet gave a five-minute dissertation on the radar frequencies employed by the Quail to simulate the bomber on enemy's radar.

Another cadet in his late teens expressed gratitude that he now was able to see and touch the missile components that he had been studying for the past eight years.

A 19-year-old, already with 45 semester hours at the end of his first year at a polytechnical institute where he will graduate in three years with a degree in electrical engineering, was interested in computers. In fact, he has developed one of his own and has a tentative IBM grant to complete his study of circuits.

These boys, 17 to 19, each an honor cadet from his CAP wing, were few in number at Chanute but their talents and interests great, and in tune with the aerospace age. They looked into the electronic gear of the GAM 77 Hound Dog, or at the loxing of a vernier rocket engine like medics at the wounded on a battlefield.

They typified the ideal youth of today as expressed by Col. Paul C. Ashworth, USAF, national commander of CAP, at the banquet closing the space course:

"We will have to count on you . . . and the other potential leaders among the 16 million teenagers in this country to lead the way in improving the quality of our youth of today and our citizens of tomorrow . . . in spite of our marvelous scientific and technological developments, the fate of our country depends on the quality of our people . . ."

"The fantastic rate of technological development has left most of us behind . . . I hope that you can understand these things, because the survival of our country is going to depend upon your having an understanding of them . . ."

COL. PAUL C. ASHWORTH/
National Commander,
Civil Air Patrol

CROSS COUNTRY

THREE-IN-ONE EXERCISE—Air National Guardsmen of the 144th Fighter Group (AD) at Fresno, Calif., recently underwent an exercise which included sabotage, the crash landing of a plane armed with nuclear weapons, and the effects of atomic fallout. Pauline would never have survived such perils, but the 700 officers and airmen of the 144th came through quite handily. Further tests were recommended to Col. George W. Edmonds, new commander of the 144th ADWg.

MISSION CHANGES—Pennsylvania ANG's 111th Air Transport Group at the Philadelphia International Airport has gone from jets back to props. Now designated the 111th Combat Airlift Group, its members are engaged in a training program which will ready them for global duty as an augmentee unit of MATS. The new mission meant a change from the F-89 Scorpion jet fighter interceptor to the giant C-97 Boeing Stratofreighter. July 1, 1963 is the target date for completion of the training.

RAPID RECOVERY—A Tuesday phone call from Group Hqs. informed Maj. Vernon Auer, commander, 9548th AF Reserve Recovery Squadron, Malden, Mo., that his unit would conduct its first recovery exercise on the coming Saturday. The Major and his men met the challenge. The aircraft, a C-119, made its landing and found station wagons serving as trucks, mattress cartons as directional signs, and personnel clerks carrying hunting rifles while doubling as Air Policemen. Malden's Major J. E. Hunt enlisted the cooperation of his city which responded with the loan of fire trucks, small aircraft, communications equipment, ambulances, and other gear.

RESERVE RIFLEMEN—Nine AF Reservists teamed to take the first place award at the 1962 National Smallbore Rifle matches at Camp Perry, Ohio. Members were: Lt. Col. Joseph M. Decker, 9439th ARSq., Luke AFB, Ariz.; Maj. A. E. Cook, Hq USAF; Maj. William L. Pruden, 9630th ARSq., Denver, Colo.; Capt. Gerald S. Maloney, 349th TCWg., Hamilton AFB, Calif.; Capt. Virgil L. Hamlin, Jr., 9630th ARSq., Denver, Colo.; and Capt. Cecil Roy, 8513th AFRRGp., Baton Rouge, La. Also MSgt. George Q. Grant, Jr., 9123rd AFRRSq., Portland, Me.; A3C Victor L. Auer, 452nd Supply Sq., March AFB, Calif., and A3C Donald M. Velasco, 349th TCWg., Hamilton AFB, Calif. Top honors in the Prone Any Sight Team Match were won by the team with a record score of 1599-125x. They also placed third in the 4-position Metallic Sight Team Match.

Short Hops

Three AF Reservists recently became the first airmen to receive parachutist training at the U. S. Forest Service's "Smoke Jumper" school near Cave Junction, Ore. The men, A2C William W. Godsey, A2C Jerry D. Anderson, both of the 304th Air Rescue Squadron (Reserve), Portland AFB, Ore., and A3C Jimmy E. Meeker, 302nd Air Rescue Squadron (Reserve), Luke AFB,

Ariz., must still complete a medical training course at Gunter AFB, Ala., before becoming pararescue technicians . . . Foreign objects on the runways of Castle AFB, Calif., account for the changing of an estimated 45 B-52 tires per month. Maj. Earl L. Simmons, of the 9372nd AFRRSq., Fresno, Calif., decided to do something to minimize the problem. While on two-weeks active duty at Castle, Maj. Simmons suggested and supervised the construction of a low-slung, go-cart type vehicle that enables the operator to easily locate and remove these objects.

Recently members of the 9545th AFRRSq., Springfield, Mo., proved their readiness as a C-124 Globemaster, flying a Swift Strike II mission, was forced to make an unscheduled landing at the Springfield Municipal Airport. Practically every phase of the actual recovery mission—short of radiation decontamination—was accomplished by Lt. Col. William N. Peck and members of his command . . . Education and aptitude paid off for SSgt. James Scott Wood, 459th TCWg., Andrews AFB, Md., who traded his chevrons for the silver bars of a 1st Lt. Lt. Wood was selected in a nationwide competition for direct commission in the Reserve program.

Maryland ANG's 104th TFSq., Baltimore, has been chosen by the ANG as the 1961 winner of the Spaatz Trophy Award. The award, named for Gen. Carl Spaatz, former C/S, USAF, is given annually to the outstanding ANG flying unit, with combat readiness being the key factor in the judging. The 104th is commanded by Lt. Col. Jesse D. Mitchell, Jr. Runner-up honors went to the 155th Fighter Gp. (AD), Lincoln, Nebr., and third place to the 117th Tactical Reconnaissance Squadron, Hutchinson, Kan. The 155th was also chosen as the outstanding ANG all-weather fighter unit, and awarded the Winston P. Wilson Trophy, named for Maj. Gen. Wilson, deputy chief, National Guard Bureau.

Two Texas ANG legal officers have received commendation certificates for a study they made of the Texas Military Code. Maj. Bill Hollowell and Capt. Tom K. Bamford, undertook the project and concluded that the current code is "obsolete," for a National Guard trained in the concepts of modern warfare . . . Five years of flying various types of aircraft without a single accident is an enviable record. During a five-year period the 125th ATSq. (Tulsa, Okla.) flew 27,498 accident-free hours. A member of the MATS airlift team while on active duty, the 125th was released from duty August 31.

From Lt. Col. to A1C, to SSgt., and back to Lt. Col., is the story of a now retired Reserve officer with the 8320th AFRBSGp., Sewart AFB, Tenn. In 1958, Squadron Commander, Lt. Col. Greene Benton relinquished his position and commission to accept active duty with the unit as an A1C. Promotion to SSgt. followed, and then age 60, completion of 20 years service, and finally retirement as Lt. Col. Group Commander Lt. Col. Paul G. Blankenship—formerly a subordinate of Benton—conducted the retirement ceremony which reverted the sergeant to his commissioned status.

Seven officers and airmen of ANG's 152nd Tactical Control Group, Bolling AFB, Washington, D.C., recently received the AF Commendation Medal from Maj. Gen. Brooke E. Allen, commander, Hqs Command, USAF. The medal was awarded for the outstanding work the men did in setting up and operating a processing center for ANG personnel being released from active duty. The men are: Maj. Clifford D. Holland, CWO Clarence E. Weaver, SSgts Arnold L. Ball, Joseph S. Cali, Eugene H. Robinson, Richard G. Tallberg, and A1C David B. Pollock.

REPORT FROM WASHINGTON



ON THE HILL—The following bills (all favorable to members of the Reserve Forces) are currently before Congress awaiting action:

OD 87-106—Proposed legislation "To provide for establishment and maintenance of an A F Officer education program, and to augment the Reserve Officers' Training Corps of the Army and Navy, and other purposes."

A completed draft of the bill was sent to the Bureau of the Budget for clearance. The Secretary of Defense has asked the Bureau of the Budget for clearance prior to the next session of Congress so that it can be submitted early in that Congress.

349—A bill "To provide readjustment assistance to veterans who serve in the Armed Forces between January 1, 1955, and July 1, 1963."

The Senate considered this bill which would provide readjustment assistance to post-Korean conflict veterans. However, due to pressure of other legislation, it was held aside prior to a vote by the Senate. It is doubtful that this bill will be enacted this late in the session.

3289—A bill "To amend title 38, U. S. Code, to permit, for one year, granting of national service life insurance to veterans heretofore eligible for such insurance."

This bill, would permit, for one year, granting of National Service Life Insurance to Veterans heretofore eligible for such insurance but who have failed to take or renew it. The White House approval is expected to give this "reopening" bill a real boost.

OD 87-180 is a proposal to provide hospital care for dependents of Reservists who die while on active duty or training or while on inactive duty training. The proposal awaits Department of Defense coordination. Air Force is pressing for its submission to Congress.

R. 4774 would provide benefits for Reservists and members of the National Guard who are disabled while on active duty or performing inactive duty for training while proceeding directly to or returning from active duty or inactive duty training. The Navy is taking action

on this bill within the Department of Defense and it is expected that it will get to the Congress early in the next session.

THE PENTAGON—Secretary of Defense Robert S. McNamara made the following statement concerning the recall of members of the Ready Reserve when he appeared before the Senate Committee on Armed Services on September 10:

"Senate Joint Resolution 224 is on its face an interim measure, designed to provide the President with authority, while the Congress is out of session, to order a limited number of members of our Ready Reserves to active duty for a maximum period of twelve months if in his judgment the security requirements of our country so dictate. The Resolution specifically limits the number of Reservists which may be called to not more than 150,000, and provides further that no member of the Ready Reserve involuntarily ordered to active duty under Public Law 87-117, which expired on July 1, 1962, may be involuntarily ordered to active duty under this Act.

"It is our sincere hope, Mr. Chairman, that it will not become necessary to invoke the authority contained in this proposed resolution. 148,000 of our citizen soldiers, sailors and airmen responded to a call last year, which was dictated by a current and immediate crisis. Almost without exception, they served with distinction, and with remarkably little complaint, and their response to the call provided tangible evidence, in the clearest possible manner, of the ability and determination of this country to respond, at whatever sacrifice, when our vital security interests are involved.

"... President Kennedy has made crystal clear his recognition of the threats with which we are faced, and the policy of this Government not to allow the export of Communist aggressive purposes by force, in this Hemisphere or in other areas of the world. It is obvious to all Americans that we are in a period of acute international tension. It is also obvious that the forces opposed to us have the capability to precipitate crises, at the moment of their choosing, in many parts of the world—and that we must be able to respond promptly and decisively.

"The potential need for a call-up of Reserve Forces to meet the military requirements similar to those imposed upon us a year ago has been considerably reduced. The authority for a limited call-up of Reserves, however, would provide us with a flexibility of response which could be crucial if the international situation deteriorates suddenly and specific crises occur. Inasmuch as the nature and seriousness of such crises are unpredictable, I cannot state at this time a firm anticipated requirement for the call of numbers and types of units. . . ."

In the global contest between tyranny and freedom, our opponents are no more intelligent than we are. Their industrial base is inferior to ours. But their energies appear to be quite well directed, and they have surprised us more than once by their technical achievements. We have the resources to achieve technological superiority. The challenge is to use them wisely, effectively—and in time.

GENERAL B. A. SCHRIEVER / AFSC Commander

Air Force Point Of View

COST EFFECTIVENESS . . .

"Whether or not an air defense system capable of achieving a 95 percent attrition rate against all the bombers an enemy could possibly launch against us, is a desirable military objective, depends upon the cost of achieving it. It also depends upon the relative cost and effectiveness of other ways of limiting damage to the United States, such as increasing our civil defense or our strategic retaliatory capabilities. Thus, what are military objectives as viewed from one level, are simply means to a still higher objective when viewed from another; and any given objective is likely to be only one of a number of alternative ways of achieving a still broader objective—in this case, limiting damage to the United States. The trade-off or substitution possibilities among them depend upon questions of cost and effectiveness, which in turn depend upon technology.

"Systems analysis at the national level, therefore, involves a continuous cycle of defining military objectives, designing alternative systems to achieve those objectives, evaluating these alternatives in terms of their effectiveness and cost, questioning the objectives and the other assumptions underlying the analysis, opening new alternatives, and establishing new military objectives, etc.

"Now, I do not wish to leave the impression that we believe that 'optimal strategies' can be calculated on slide rules or even high-speed computers. Nothing could be further from the truth. System analysis is simply a method to get before the decision-maker the relevant data, organized in a way most useful to him. It is no substitute for sound and experienced military judgment and is but one of the many inputs to the decision maker. And, indeed, most of the system analysis work is done at the military levels of the Defense establishment."—CHARLES J. HITCH, Ass't Secretary of Defense (Comptroller).

SONIC BOOMS . . .

The *Shreveport Times* has been "instrumental" in spreading the word concerning the necessity for B-58 flights over Shreveport, La. The article is entitled "Sweet Music of Sonic Booms."

"A few people still complain over the sonic booms from Air Force B-58 bombers on training flights. A series of such booms came Tuesday night. We counted nine before going to sleep and there may have been more.

"To us, as we felt the frame house shake a bit and jumped from the sudden sound, all of it was 'the sweetest music this side of Heaven'—to quote the slogan of an old-time 'name' band. The more booms we hear,

the more secure we feel and the sounder we'll sleep through the night as a whole—and night after night—even though perhaps awakened from time to time.

"Bring on the sonic booms; the more the better. They are sweet music to all who understand them—the music of safety and security and preservation of our lives and freedom."

COMMUNICATIONS . . .

In a technical redirection and reassignment of responsibilities for the Department of Defense Communications Satellite Program, the Department of the Air Force will assume responsibility for the development, production and launch of all space devices necessary to establish these systems—a change consistent with the general policy for the development of space systems, announced in March 1961. The Department of the Army will be responsible for the development, implementation and operation of the ground environment—that is, the ground communications stations and associated items—of these systems. Portions of the ground environment that are directly associated with the launch and control of the satellites themselves may be assigned to the Air Force. The Defense Communications Agency has been assigned responsibility to assure the integration of the ground and space components in accordance with its broad responsibilities for telecommunications within the Department.

The present Advent program is being reoriented to bring it into consonance with available boosters. In addition, the development of an additional system of medium altitude communications satellites is being planned. The reoriented program will include the research and development necessary to demonstrate the feasibility of a microwave communications satellite operating in a 24-hour equatorial synchronous orbit. The satellite will operate at the height of 22,300 statute miles. It will be operated with two ground stations, one on each coast—one near Camp Roberts, Calif.; the other near Fort Dix, N.J. A shipborne station, provided by the Navy, is also planned.

VIET-NAM . . .

In an article from South Viet-Nam, the military editor of The New York News, Jerry Greene, wrote that "the Vietnamese Air Force is slowly emerging as an important factor in this war against the Cong. This is due, to no small extent, to intensive but little known activities of the United States Air Force."

"The Air Force," he continues, "is keeping silent concerning the force or the number of planes, either U. S. or Viet. But its key role is growing much larger. Without

few ground operations could continue. One reason, apart from fighter-bomber strike work, is that the Air Force—both American and Viet—is the sole source of supply to most outlying areas.”

The article says that U. S. Air Force participation is confined to instruction, advice and build-up for the South Vietnamese Air Force. “Americans are flying co-pilot in cargo planes,” according to Greene, “as well as ‘buddy’ instructors and advisers with the strictly combat types.”

NUCLEAR WEAPONS . . .

“We have no program to place any weapons of mass destruction into orbit. An arms race in space will not contribute to our security. I can think of no greater stimulus for a Soviet thermonuclear arms effect in space than a United States commitment to such a program. This we will not do.

“At the same time that we are pursuing cooperative scientific efforts in space through the United Nations and otherwise, we will of course take such steps as are necessary to defend ourselves and our allies, if the Soviet Union forces us to do so. This is in accordance with the inalienable right of self-defense confirmed in the United Nations charter . . .

“As part of our overall Defense effort, we have continuing programs to ensure that the United States will be able to cope with any military challenge in outer space.”

—ROSWELL L. GILPATRIC/Dep. Secy. of Defense.

CUBA . . .

The following excerpts are from a statement by the President of the U. S. on September 13th regarding our policy toward Cuba:

“ . . . If at any time the Communist buildup in Cuba were to endanger or interfere with our security in any way, including our base at Guantanamo, our passage to the Panama Canal, our missile and space activities at Cape Canaveral, or the lives of American citizens in this country, or if Cuba should ever attempt to export its aggressive purposes by force or the threat of force against any na-

tion in this hemisphere, or become an offensive military base of significant capacity for the Soviet Union, then this country will do whatever must be done to protect its own security and that of its allies.

“We shall be alert, too, and fully capable of dealing swiftly with any such development. As President and Commander-in-Chief I have full authority now to take such action, and I have asked the Congress to authorize me to call up reserve forces should this or any other crisis make it necessary.

“In the meantime, we intend to do everything within our power to prevent such a threat from coming into existence. Our friends in Latin America must realize the consequences such developments hold out for their own peace and freedom, and we shall be making further proposals to them. Our friends in NATO must realize the implications of their ships engaging in the Cuban trade.

“ . . . We shall continue to keep the American people and the Congress fully informed. We shall increase our surveillance of the whole Caribbean area. We shall neither initiate nor permit aggression in this hemisphere.

“With this in mind, while I recognize that rash talk is cheap, particularly on the part of those who do not have the responsibility, I would hope that the future record will show that the only people talking about a war or an invasion at this time are the Communist spokesmen in Moscow and Havana, and that the American people defending as we do so much of the free world, will in this nuclear age, as they have in the past, keep both their nerve and their head.”

COUNTERINSURGENCY . . .

The Air Force Academy has published Part I of a three-part bibliography on unconventional warfare. Part I contains a listing of selected books and publications on guerilla warfare from the Academy library shelves, and also includes a listing of books on order from publishers. Part II of the bibliography, on “Psychological Warfare,” and Part III, on “Escape and Evasion,” are in the process of completion.

SOVIET SPACE CAPABILITIES



LT. GEN. JAMES FERGUSON/
*USAF Deputy Chief of Staff,
Research and Technology*

“The Soviet’s growing capabilities in space can have both peaceful and military significance. And the Soviet leaders themselves have pointed to the military implications of their past feats. Let me ask you if there is anything in the Soviet’s record which suggests that they would deliberately deny themselves a military advantage?

“And you may remember that when the two Soviet Air Force cosmonauts returned from space three weeks ago, Soviet Defense Minister Malinovsky sent them a congratulatory message, saying: ‘Let our foes know what technology and what militancy are in the possession of Soviet power.’

“I’m sure we all agree that if the chips were down, this country is worth fighting for. But in order to defend ourselves in this technological age,

we must have the tools in hand when we need them or it will be too late. We are no longer remote from an enemy. Space is just a scant hundred miles over our heads. It is already the avenue for the ballistic missile, and as Mr. Khrushchev has suggested, perhaps for military space vehicles tomorrow.

“For these reasons, space can be a mortal danger as well as a great boon to us all. And we in the military would be failing in our duty to you if we did not seek means of protecting the Nation from attack through space. We must make sure that no nation can use space as a high road to world domination. This is why the Air Force believes it must attain certain basic capabilities in space.”



reserve camera

① Technicians A2C Alfred Wanstall (standing) and A3C Max Fiszer of the 274th Communications Sq. New York ANG, test a teletypewriter they installed during field training exercises at Griffiss AFB, N.Y., in August. The 274th established a complete communications network between Griffiss and three other New York bases. ② Awaiting customs clearance before they can be reunited with their families in background, are members of the 121st TFWg of the Ohio ANG shown upon their return to Lockbourne AFB after their 10-month tour of duty at Etain AB, France. ③ Familiarization with the B-52 fuel system was included as part of the training provided members of the 9630th AF Reserve Recovery Sq. of Stockton, Calif., by the 93rd Bombardment Wing at nearby Castle AFB where the Reserve squadron recently completed a 15-day active duty tour. (l-r) A3C William R. Johnson, MSgt. Ora Britnall, Maj. Melvin D. Westbrook and instructor SSgt. Ernest A. Leach. ④ Wives of 8344th AFRes Base Support Gp. personnel at Randolph AFB, Tex. being briefed on the mission of their husbands' Reserve unit. Briefing was given by 8344th commander, Lt. Col. Wilbur A. Pope, as part of the Reserve group's "Operation Lady" program.



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NOVEMBER 1962

the air reservist

THE OFFICIAL MAGAZINE OF THE AIR RESERVE FORCES



PERATION "BOXCAR PASS"... page 7

the air reservist

Vol. XIV—No. 9 Nov. 1962

AIR FORCE RESERVE
CIVIL AIR PATROL AIR NATIONAL GUARD

General Curtis E. LeMay
Chief of Staff, United States Air Force

Maj. Gen. Chester E. McCarty
Ass't Chief of Staff Reserve Forces, USAF

EDITOR:
Fred E. Giachino

ASSOCIATE EDITOR:
Thomas Wright Jr.

STAFF WRITER:
TSgt William J. Turner

The Air Reservist is an official publication of HQ USAF approved by the Secretary of the Air Force in accordance with Section 278, Title 10, U. S. Code. This section requires the dissemination of complete and up-to-date information of interest to the Air Reserve Forces.

Editorial Office: The Air Reservist, P.O. Box 423, Bolling AFB, Washington 25, D.C.

The material contained in The Air Reservist is listed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by Hq. USAF.



OPERATION "BOXCAR PASS"...page 7



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2

PEOPLE



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3

Maj. Gen. John B. Montgomery was elected president of the Force Association for 1962-63 by AFA delegates at their convention in Las Vegas, Nev. He succeeds Brig. Gen. J. Foss and holds an M-Day assignment with the U. S. Air Force as Mobilization Assistant to the Commander, Strategic Command. General Montgomery is a former commander of the 8th Air Force.

Col. Joseph D. Zink, Deputy Commander, 108th Tactical Wing, McGuire AFB, N. J., was awarded the Legion of Merit for his exceptionally meritorious service while commanding activated Air Force Reserve units at Chaumont AB, France. Designated the 7180th Tactical Wing while overseas, he served during the Berlin crisis. Col. Zink is a commander and veteran of WWII and Korea.

Col. Charles F. Bock, Chief, Reserve Activities Group, HQ USAF, was recently appointed executive secretary of the Air Reserve Forces Policy Committee. He succeeds Brig. Gen. I. G. B. A private with the Pa. NG in 1940, Col. Bock served as Counterintelligence officer in Europe during WWII. More than ten of his 22 years active duty have been related to the Reserve Program.

MSgt. Francis E. Nowicki, First Sergeant of the 512th TSG, Willow Grove, Pa., and 1960's Outstanding Reserve Airman now serves as Chairman of the Air Force Association men's Council Board representing enlisted members of the association. He was appointed by the former AFA President Brig. Gen. Joseph Foss. Sgt. Nowicki became the first member of the seven-man board.

DEPARTMENT OF THE AIR FORCE
OFFICE OF THE CHIEF OF STAFF
UNITED STATES AIR FORCE
WASHINGTON, D.C.



REPLY TO
ATTN OF: AFCCS

SUBJECT: Making Best Use of a National Resource

to: Air Force Reservists and Air National Guardsmen

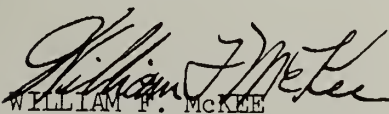
Too many of us in the Air Force are inclined to shut our eyes to our own military tradition. Maybe this is because ours is a short tradition in terms of years. It has been not quite 60 years since man's first sustained powered flight. But remember, our heritage of airpower employment is greater in breadth and achievement than that of any other organization on our planet. You have contributed much to this heritage.

History itself is witness to the fact that airpower history can be ignored only at a terrible risk. Employment of airpower -- now expanded in altitude to become aerospace power -- holds the undivided interest of the Air Force in its support of national objectives. Our organization is unique in this specialization. All Air Force people are immersed in some aspect of this specialty and its relation to all forms of warfare.

Many thousands of us in what is now the Nation's military aerospace force can look back to those years of World War II experience when we provided the major air strike, air defense, air transport, air recon, and close air support for the Allied forces. Our specialization as air forces for the Army led to a new status in 1947 as a separate Service, with prime responsibility for offensive and defensive air operations for the Nation.

Later, in Korea, the tremendous effectiveness of many other roles of airpower was overshadowed at the time by our dramatic air victories over the Communist MIGs. The official histories tell a greater story than the headlines of that period -- not only of holding air superiority to protect our surface forces, but of vast numbers of enemy soldiers and their equipment destroyed from the air. Not enough of us have read that revealing history.

Now this rich national resource of aerospace power know-how and capability is being tapped again further to strengthen air support for the ground forces. We are making a substantial build-up in response to the new requirements posed by recognition of what air forces can do when teamed with ground forces in limited war situations. I know you will support in every way the Air Force pledge to meet fully the needs of the Army for airpower.


WILLIAM F. MCKEE

General, USAF
Vice Chief of Staff

CONVENTION HIGHLIGHTS '62



NATIONAL GUARD CONFERENCE

① Coveted Spaatz trophy is accepted by Col. Jesse D. Mitchell Jr., commander of Maryland's winning 104th Tactical Fighter Squadron, and Lt. Col. Edwin Warfield III, chief of staff, Maryland ANG, from Lt. Gen. Milton A. Reckord, adjutant general for Maryland. Maj. Gen. Winston P. Wilson (l) deputy chief of NGB witnesses event. ② Guard Association's Operational Readiness plaque (RB-57 category), is presented Lt. Col. Lawrence O. Savage (l), commanding officer of Arkansas' 154th Tactical Reconnaissance Squadron, by Brig. Gen. I. G. Brown, assistant chief, NGB for ANG. Maj. Gen. Sherman T. Clinger (c), adjutant general of Arkansas, watches with approval. ③ Flags of every state, plus those of the District of Columbia and Puerto Rico, were presented the Air Force Academy by the National Guard Association. Shown here are some of the flags during the presentation ceremony at the Academy.

The National Guard Association held its conference at Denver, Colo., September 17-20. During the conclave, high ranking officials repeatedly lauded the Reserve Forces (Army and Air) for accomplishments during the Berlin contingency.

Highlighting the convention was the presentation of awards. The coveted Spaatz Trophy went to Maryland's 104th Tactical Fighter Squadron. This unit scored high in 13 out of 16 categories and had a spotless flying record during 1961.

In addition, the National Guard Association's Operational Readiness Plaque was awarded the following: Mississippi's 183rd Aeromedical Transport Squadron (C-119 category); Hawaii's 199th Fighter Interceptor Squadron and 154th Air Defense Group (F-102); Oklahoma's 185th Air Transport Squadron with the 137th Air Transport Wing (C-97); Rhode Island's 143rd Troop Carrier Squadron (SA-16); Arkansas' 154th Tactical Reconnaissance Squadron (RB-57); New Mexico's 188th Fighter Squadron with the 150th Air Defense Group (F-100); Vermont's 134th Fighter Squadron with the 158th Air Defense Group (F-89); and California's 194th Fighter Squadron with the 144th Air Defense Wing (F-86L).

Key speakers pointed out the strengthening relationship between the Air Guard and the Air Force:

"... Years ago a solid relationship was worked out between the Air Guard and the active Air Force that beats anything I have ever seen since I have been in the Pentagon. And the superb performance of the Air National Guard during the Berlin mobilization is visible evidence of the value of that relationship. What this amounts to is a partnership—a real partnership in which the Guard and the Air Force respect and understand each other and in which each offers real assistance to the other toward the furtherance of their joint mission. Maj. Gen. D. W. McGowan, chief, National Guard Bureau.

"... The President has asked for standby authority to mobilize 150,000 men who were not called up in the Berlin crisis. The President's announcement underlines the trouble and uncertain era in which we are living. This period might well place greater demands upon us than any other in our history. Peacetime sacrifice might well become a way of life if we are to preserve freedom. Undoubtedly, a patriotism designed to prevent a war rather than to fight one will demand greater understanding among the American people"—Maj. Gen. Winston P. Wilson, D/C, National Guard Bureau.



3 Conventions of interest to the Air Reserve Forces were held during September and October. They were the 84th General Conference of the National Guard Association, the 16th Annual Air Force Association Convention, and the American Legion's national convention. Guest speakers were a cross section of who's who in America.

"Let me repeat my remarks of last year when we saw 1,000 Air Guardsmen called to active duty to increase our defense posture. 'The source for ready units is the Reserve Forces. There is no other source.'—Maj. Gen. Clarence Shoop, chairman of Air Affairs Committee, NGA.

Not all speakers dwell on the rosy side. Some were concerned over equipment, manpower and other matters:

"We must reappraise our units and clean out the deadwood . . . by this I mean people who are not capable of assuming the duties on active duty that they hold on state status. We cannot afford the criticism of politics when the fate of our nation is involved. And we will not tolerate commanders, operations officers, or anyone else who are not fully capable of carrying out their responsibilities."—Brig. Gen. I. G. Brown, assistant chief NGB for Air.

"Over 38,000 National Guardsmen are on duty with NORAD at the present time. As you know, they are engaged in an around-the-clock defense of the U.S. serving shoulder-to-shoulder with the Regular Air Force and the Regular Army. They are indispensable, and without them we would be compelled either to enlarge the regular establishments—and this at great expense to the taxpayer—or leave many vital areas unprotected."—Gen. J. K. Gerhart, CINC, NORAD-CONAD.

"We must have a flexible, versatile air-ground force to meet the increasing emphasis placed on the lower, non-nuclear, end of the spectrum of conflict as a result of de-escalation."—Gen. Walter C. Sweeney Jr., commander, TAC.

Meanwhile, the Air Force Association convened some 600 air miles farther west, in Las Vegas. This gathering held in the ultra modern Las Vegas convention center drew some 4,000 members and guests from around the globe. Outside the center, some of the Air Force's latest aircraft and their hardware was on display for the public. Inside the huge exhibit hall several hundred other booths and exhibits were displayed in an aerospace panorama.

Among the many awards presented during the convention were those given outstanding airmen of the Air Force at a dinner in their honor. MSgt. James T. Gardner of the 81st Air Terminal Squadron at Charleston AFB, S.C., was the Reserve

see CONVENTIONS page 10



A.F.A. CONVENTION

- 4** Capt. Earl A. Mead (r), 146th FISq., Pittsburgh, Pa., ANG's 1962 Ricks Trophy winner, is congratulated upon arriving at Las Vegas, by John A. Lang Jr., deputy for Reserve and ROTC Affairs (l), Maj. Gen. Clarence Shoop, chief of staff for Air, California ANG, and Brig. Gen. I. G. Brown, assistant chief, NGB. **5** The 349th TCWg., of Hamilton AFB, Calif., commanded by Brig. Gen. Rollin B. Moore Jr. (l), and the 433rd TCWg., Kelly AFB, Tex., commanded by Col. Tom Marchbanks (r), tied for AFA's Outstanding Air Reserve Unit of 1962. **6** Outgoing president Joe Foss presents Mrs. Jacob T. Battenburg Jr., a Citation of Honor posthumously awarded her husband Maj. J. T. Battenburg Jr., who died in an air crash last December.

Plans & Policy

■ Air War College

The student capacity of Air University's Air War College Extension Course has been increased from 750 to 1,200. Maj. Gen. Robert Taylor, III, commandant of the College at Maxwell AFB, Ala., indicated that the 450 additional spaces will be divided between active duty and nonactive duty senior officers.

Colonels and lieutenant colonels of the Air Force Reserve are encouraged to apply for this point-gaining activity, and are advised that enrollment in the extension program does not preclude subsequent selection for attendance at the resident school.

The correspondence study version requires from two to three years to complete, and parallels the resident course as closely as possible. The course is designed to prepare senior officers for high command and staff duty, to develop sound understanding of the elements of national power and to ensure the most effective development and employment of aerospace power. Successful completion of the extension course is noted in the Air Force Register and on the officer's personnel records.

Applications may be sent for approval to the Air War College, Maxwell AFB, Ala., or to the Extension Course Institute, Gunter AFB, Ala., and should be sent through Air Force Reserve unit or base education officers.

JOB MART

Listed below are current M-Day vacancies reported by the units indicated. These openings offer qualified Reservists up to 48 paid drills annually and adjustable training periods, among other benefits. Applicants should write directly to the following addresses, giving their full name, address, grade and AFSC:

Hq First Air Force Reserve Region, Attn: DCS/P(PRP), Stewart AFB, New York: Communications center specialist (29150), Electronic communications and cryptographic equipment systems repairmen (30650A), Telephone installer repairman (36152), outside wire and antenna systems installation and maintenance supervisor (36170), organizational supply supervisor (64670), chaplain services specialist (70150), administrative specialist (70250), administrative supervisor (70270), personnel technician (73270), medical service technician (90670).

Hq, 1501st Air Transport Wing, Attn: Reserve Affairs, Travis AFB, Calif: Flight Engineers (43174), Aircraft Loadmasters (60750/70), Supply Specialists (64650) and Administrative Clerks (70250).

■ Mercy Mission

Thirty-six C-119s and six C-124s responded to an emergency call recently when a Mississippi River barge, loaded with more than two million pounds of deadly chlorine gas, sank off the city of Natchez, Miss.

To avert a potential disaster, in the event the chemicals were released accidentally during salvage operations a state of emergency was declared. The 24,000 residents of the city were alerted to the possible requirement for almost total evacuation. Vicksburg, Miss., was chosen as the gathering point and the Reservists delivered 190 tons of equipment, including 15,200 cots to that city.

The following Air Force Reserve flying units participated in the mission: 433rd TCWg., Kelly AFB, Tex.; 65th TCWg., Muskogee, Okla.; 446th TCWg., Ellington AFB, Tex.; 442nd TCWg., Richards-Gebaur AFB, Mo.; 435th TCWg., Homestead AFB, Fla.; 403rd TCWg., Selfridge AFB, Mich.; 706th TCSq., USNAS New Orleans, La.; 69th TCSq., USNAS Dallas, Tex.; 357th TCSq., Bates Field Ala.; 305th TCSq., Tinker AFB, Okla.; 77th TCSq., Donaldson AFB, S. C., and the 78th TCSq., Barksdale AFB, La. Reservists of the 8442nd AFRes. Recovery Group and its 9332nd Recovery Squadron handled airport control and security for the unloading operations at Vicksburg.

Air Force Chief of Staff, General Curtis E. LeMay noted that, "... this mission with little advance notice was safely and effectively conducted and completed," and continued, citing the, "... immediate responsiveness of Continental Air Command."

■ Pencils for Panama

An Air Force Reserve C-119 from the 302nd TCWg., Clinton County AFB, Ohio, left Worcester, Mass., on September 19 with a cargo of more than 100,000 pencils and 2,000 sharpeners, the gift from Worcester parochial school children to school children in the Republic of Panama. Purpose of the gift is to offset communist propaganda carried on pencils from Castro's Cuba. The Reserve unit airlifted the cargo of pencils to the Republic of Panama from Worcester on a regularly scheduled overwater navigation training mission.

■ Promotion Board

Two hundred eligible majors, captains and first lieutenants will be considered for unit or mobilization assignment vacancies and corresponding promotions by a Board of Officers on January 7, 1963 at the Air Reserve Records Center.

Majors and captains must have a promotion service date on or before October 31, 1958 (October 31, 1960 for first lieutenants,) and recommendation by commander (AF Form 212) must be received at the Air Reserve Records Center, 3800 York Street, Denver 5, Colo., prior to November 30, 1962.

Those officers best qualified of the specially qualified who are geographically available, will be promoted.

Meanwhile, 303 Air Reserve Forces officers not on active duty were recommended for promotion to the permanent grade of first lieutenants in October. They were selected under provisions of Sec. 8362 and 8365, Title 10, U.S. Code. Most of those selected have effective dates of promotion which fall during 1963, although a few are back-dated to 1961 and 1959. The list, 62-6R, is available at AFRes units.



OPERATION "BOXCAR PASS"



The 39 Air Force Reserve troop carrier aircraft flying low over the mesquite and scrub oak of Central Texas caused little interest among local ranchers going about their daily chores.

Those on the ground may have wondered why the big planes were following one another at low altitude and in formation of three's, but probably attributed it to "just another maneuver."

To the aircraft crews, however, it was more than just another maneuver. They were competing in the sixth annual Reserve Troop Carrier Wing competition, dubbed "Boxcar Pass." These were the cream of the Continental Air Command's troop carrier crews.

The two-phase exercise, which began at Ellington AFB, Tex., on September 17, and ended at Las Vegas, Nev., on September 21, drew 39 top teams from 13 troop carrier wings around the country. Each of the wings sent its best three crews.

More than a 1,000 airmen are estimated to have taken part in Boxcar Pass. The majority of these were Reservists. In addition, a detachment of 80 paratroopers of the 612th Quartermaster Aerial Supply Co., Ft. Bragg, N.C., participated.

This year's competition consisted of four exacting missions. Three of these were out of Ellington. They were a formation paratroop drop, a six hour night VFR flight followed by a night supply drop, and a daylight simulated heavy equipment drop. A target area at Fort

see next page

① A 9th AF Forward Air Controller, 1st Lt. Hayden Sears, gives ground-to-air guidance to "Boxcar Pass" competitors. ② Unidentified Loadmaster unhitches cargo prior to the all-important "drop" signal. ③ Critical seconds were recorded by the umpire and his stop watch. ④ Jumpers leave the C-119s in the troop-drop phase of competition. Winning team put jumpers within 35 yards of small target.



TROOP CARRIER COMPETITION

5

Hood, Tex., some 170 miles northwest of Ellington was used for the drop zone.

The final phase involved navigation from Ellington to Luke AFB, Ariz., followed by a bundle drop over the Indian Springs range, near Las Vegas, Nev.

Lt. Gen. Edward J. Timberlake, commander of the Continental Air Command, summed up this year's event with the following:

"A continuing high degree of operational readiness is the goal of everyone in CONAC, both active duty and Reserve. The readiness of our AF Reserve organization is most aptly demonstrated by the annual troop carrier competition. This contest displays the results of previous training, increases esprit de corps and provides additional valuable experience. In this sixth annual competition Reserve crews and support personnel did an admirable job and all their fellow Reservists can be proud of the skills they displayed."

When the Ellington meet concluded, a jubilant 452nd Troop Carrier Wing of March AFB, Calif., took first place for the second year in a row. They scored a total of 6,619 out of a possible 7,000 points.

The California Wing, (including a team from its detachment, the 733rd TCSq., at Hill AFB, Utah) was also formation winner in the paratroop drops.

Second place winner was the 514th TCWg., McGuire AFB, N.J., with a score of 6,497 points.

The 440th TCWg., which placed third and also won a trophy for the medium level class at Ellington, went on to take the Nevada event. They won out over 12 other teams, including the 452nd, in the supply bundle drop at Indian Springs, Nev. Their team was the only one to score more than 1,000 points, compiling a total of 1,050 out of a possible 1,100 points.



The 445th TCWg., of Dobbins AFB, Ga., was low level mission winner at Ellington. This wing was the only one flying C-123 Providers in the meet.

Ramrod of this year's Ellington meet was Col. William J. Feallock II, commander of the 2483rd AF Reserve Sector, Richards-Gebaur AFB, Mo., who was exercise commander. Host wing was the 446th TCWg., headed by Brig. Gen. Russell F. Gustke, base commander.

Competition began on September 17 with the first mission, a paratroop drop. Their target, marked by reflecting panels, was in an isolated, thistle and buffalo grass covered field at Ft. Hood.

Flying in formations of three, the planes dropped two paratroopers each in an attempt to hit the "pickle barrel," or target center. The 452nd won the event by putting their troopers within 35 yards of the center.

Scoring was done by a team of more than 40 umpires headed by Col. Edwin Hibner of the 437th TCWg., a regular Air Force unit of TAC, based at Sewart AFB, Tenn. Crews were scored by the umpires on their sharpness in pre-flight preparations, take off, precision enroute and finally, hitting the target area.

The meet's second mission, a six hour night flight and equipment drop, went off on schedule despite an approaching squall line which threatened to strike Ellington at take off time.

For almost an hour, Colonel Feallock and his staff sweated out the front on radar, anxiously watching it approaching within 20 miles of the Base before breaking.

During the night mission, the aircraft were guided solely by dead reckoning and pilotage. No radio navigational aids were allowed. Arriving over the target loadmasters released 260-pound cargo bundles.

The third and final mission at Ellington was flown the following day. This was a low-level, daylight navigation and heavy cargo drop.

The Ellington competition officially ended with a banquet the next night, at which time trophies were presented winning teams. Maj. Gen. Harold R. Maddux, vice commander of CONAC made the presentations. He expressed his pleasure concerning the success of this year's meet and the professionalism of the operational personnel supporting it.

There were no trophies for the multitude of personnel working behind the scenes during the competition, but they contributed to its success. The five-man maintenance crews were, without a doubt, one of the busiest and most important support elements during the competition. The skill of the pilots and navigators would be pointless if the aircraft were grounded or developed a

see TROOP CARRIER page 10

5 The "pay off" of a year's training rides as invisible cargo during this 6,000 pound equipment drop. 6 Unbiased scoring began at plotting table as (l-r) Army PFC Fred Coleman and 9th Air Force's 1st Lt. Hayden Sears and Capt. Ronald Castleberry plot an equipment drop. 7 C-119 on Ellington ramp is made ready for next days mission. Some 36 Flying Boxcars and 3 C-123 Providers participated. 8 Lead crew of 452nd TCWg., (Ellington winners) are (l-r, standing) Col. Earl O. Anderson; Maj. James L. Menard; Maj. John F. McCormick; Capt. Elmer L. Foster; (kneeling) SSgt. Ernest Halverson and SSgt. Willie E. Shaw. 9 Winner of Las Vegas event was 440th TCWg. Lt. Col. Dodson Graybeal (r) team captain, congratulates top crew pilot, Capt. V. W. Moore. Others (l-r) Maj. W. R. Berg, Capt. G. A. Piper, SSgt. M. E. Adams and TSgt. R. E. Olson.

■ TROOP CARRIER from page 9

malfunction in flight. Each ground maintenance crew, one from each wing, had the responsibility of maintenance on three aircraft.

Colonel Feallock was equally high in his praise of both competing teams and supporting personnel, adding: "The Ellington competition ran off with the least difficulty that I could imagine from any operation of its size."

On September 20, finalists departed Ellington for Luke AFB, Ariz. Early the next morning they competed in the last event, a corridor, monorail bundle drop over Indian Springs, Nev. The planes were required to fly within a narrow 20 mile corridor until over the target, then drop a 300 pound bundle through a door in the bottom of the aircraft. Afterwards they proceeded to Las Vegas' McCarran Field, where they took part in its dedication ceremony. Their arrival along with the Air National Guard's Ricks Trophy winner was a scheduled part of the Air Force Association's convention.

At McCarran Field they were welcomed by a host of high ranking civilian and military officials, including Benjamin W. Fridge, special assistant to the Secretary of the Air Force, Senator Howard W. Cannon of Nevada, and Lt. Gen. Edward J. Timberlake.

Following the airport dedication, officials joined the crew in a motorcade through Las Vegas.

The following Air Force Reserve Troop Carrier Wings also competed in "Boxcar Pass": 349th, Hamilton AFB, Calif.; 433rd, Kelly AFB, Tex.; 434th, Bakalar AFB, Ind.; 459th, Andrews AFB, Md.; 512th, USNAS Willow Grove, Pa.; 403rd, Selfridge AFB, Mich.; 302nd, Clinton County AFB, Ohio; 94th, Hanscom Field, Mass.

■ CONVENTIONS from page 5

recipient, while SMSgt. Thomas W. Linam Jr., was the National Guard's choice.

Other Air Reserve Forces personnel honored were Capt. Earl A. Mead, of the 146th Fighter Interceptor Squadron, Pittsburgh, Pa., who won the Air National Guard 1962 Ricks Trophy Event, held in conjunction with the Air Force Association's convention.

A Reserve pilot who died in the crash of his C-124 transport last December was posthumously awarded the AFA's Citation of Honor. The award was presented to Mrs. Jacob T. Battenberg Jr., of Raytown, Mo., widow of Maj. J. T. Battenberg Jr.

Trophies were presented to outstanding units of the Air Guard and the Reserve. Named top ANG unit was the 104th Tactical Fighter Squadron. Two wings tied for the Reserve trophy—the 349th TCWg., Hamilton AFB, Calif., and the 433rd TCWg., Kelly AFB, Texas.

Capt. Virgil W. Moore, pilot of the winning 440th TCWg., team in the Nevada phase of the 1962 Troop Carrier Competition received the AFA's outstanding Reserve crew rotating trophy.

Guest speakers addressing the convention ranged from Secretary of the Air Force Zuckert to leading scientists and military officials. Our space effort, increased readiness of the Reserve Forces, deterrence and global airlift were among the major topics discussed:

"The United States is dedicated as a matter of national policy to the peaceful exploitation of the space medium. The U.S. does not intend to extend the arms race into space. We are, however, taking the steps to enable us to protect ourselves in the event the Soviets or any other nation were to undertake missions in space that would endanger our security."—Eugene M. Zuckert, Secretary of the Air Force.

"Increased readiness in Reserve units is not accomplished by a mere re-shuffling of tables of organizations and elimination of existing units. It can only be developed by long and intensive training with personnel who are as dedicated to the program and who are as willing to work for it as I hope some of us on the Hill have shown ourselves to be, and I know you here are willing to work."—Hon. F. Edward Hebert (D-La.)

"In this swiftly changing world of super weapons, it would be impossible to defeat the lower levels of aggression—political, subversive or military—if the aggressor held the ultimate advantage of strategic nuclear superiority. I am convinced that our aerospace power advantage has not only deterred the General War threat, but that it also has proved itself to be the key to deterrence of lesser aggressions, as borne out by the history of international events since World War II."—Gen. William F. McKee, vice chief of staff, USAF.

"The flexibility of global airlift, which can be deploying forces to Europe and the Far East simultaneously, while still engaged in the Congo and in hundreds of other special missions, is mirrored by the adaptability of the Air Reserve Forces. Called to active duty to counter a threat on one side of the world, they were equally capable of flying to the opposite side of the globe to meet an emergency at that point."—Lt. Gen. Joe W. Kelly, commander Military Air Transport Service.

"The program (AFRes recovery program) will contribute greatly to our combat effectiveness under any conditions of attack . . . Let me re-emphasize that I consider this project of the highest priority and of utmost importance to our combat effectiveness."—Lt. Gen. Robert M. Lee, USAF, commander Air Defense Command.

The American Legion took over the big convention center—and the town—on Oct. 5, for their annual convention.

Among the military personnel addressing the Legionnaires were Maj. Gen. Ralph A. Palladino, USA, military executive, Reserve Forces Policy Board, Office of the Secretary of Defense, and Maj. Gen. Chester E. McCarty, USAF, assistant chief of staff for Reserve Forces.

In addressing the National Security Commission of the American Legion, General Palladino as moderator of the Reserve Panel, set the tone of the panel:

"The programs of the various services are not identical. Each service has its own special requirements for Reserve Forces. Each Service has its own specific plans which it has designed to meet these special requirements. The goal of each of the services and of the Department of Defense as a whole is a single goal. We intend—by every means available to us—to increase the capability and usefulness of the Reserve Forces to the greatest possible extent in order that their maximum value may be applied to the primary consideration of national security."

General McCarty spoke on the importance of the availability of the Reservist:

"There must be an intensive campaign to reeducate the American people to the responsibilities and privileges of citizenship. Each employer must realize that he and his business depend for their future existence on the availability of the Reservist to serve his country. Each wife and mother must be indoctrinated with pride that she has a part in the defense of freedom through the men of her family. In other words the choice well may be between the inconvenience to an employer of going 'short handed' versus elimination of his business pursuits within the framework of a free nation as we know it today."

CAP's recent aerospace education seminar for teachers, brought together for the first time, prominent members of the Air Force and the Unified Elementary School District of Fullerton, California.



Civil Air Patrol News

DOCTORS, masters and bachelors in many fields took two weeks from their regular jobs last summer and directed their talents to help Civil Air Patrol conduct its teacher workshops throughout the country. They were all Air Reservists. They received regular training duty credit.

Forty-eight Air Reservists were assigned as instructors, co-directors, lecturers, project assistants and personnel coordinators. There was one administrator for a model aircraft contest staged by teachers.

The Air Force has assigned active duty personnel as staff assistants since 1952 but this was the second year that Continental Air Command has authorized active duty for training for Reservists to assist the expanding aerospace education program of CAP and to earn retirement and promotion points. The Aerospace Education Center at Ellington AFB, Tex., is under the direction of Mr. Charles W. Webb, the Air Force's only deputy chief of staff for aerospace education. It anticipates an increase in teacher workshops, institutes, seminars, symposiums and in-service programs to approximately 150 in 1963. There were 131 this year; in 1961, there were 117.

This is the growth since 1951 when the workshop program began experimentally in Puerto Rico. Now, each summer's registration of teachers increases. Last year 6,000 attended; this year, 8,500.

"The public relations value of Reservist participation in the summer workshops and their day-to-day association with school personnel is of inestimable value to the United States Air Force," Col. Paul C. Ashworth, national commander of Civil Air Patrol, wrote CONAC.

Institutions of learning which have joined CAP in this workshop program range from the University of Maine Center in New England to Los Angeles State College on the west coast and from Northern Illi-

nois University to the University of South Florida in Tampa.

Civil Air Patrol-USAF maintains civilian regional aerospace education directors in each of the eight geographical CAP regions in addition to the national headquarters' Aerospace Education Center personnel at Ellington. The only region without an aerospace educationalist is Great Lakes Region, encompassing six states: Illinois, Indiana, Kentucky, Michigan, Ohio, and Wisconsin.

The colleges and universities which co-sponsor teacher study courses with CAP place their orders for assistants through national headquarters, usually specifying degrees and background areas required. Some require navigation and pilotage, others Air Reservists with an MA or MS in education with science or mathematics teaching experience, plus rating as a pilot.

Criteria frequently are hard to meet, according to Mr. Webb, thus many billets remain unfilled. Not all billets require a particular degree, he pointed out; in fact, two billets were filled in 1962 by Reservists without bachelor degrees, but they had the experience and other qualifications desired. Some applicants held bachelor degrees but could not meet the experience requirements.

There were two missile engineers whose regular jobs are with missile or missile component manufacturers who served as instructors. "The standard is kept high," Mr. Webb explained, "because of the caliber of teachers with which we are dealing. These people are aerospace-minded. They want plenty of reliable information to take back to classrooms."

"These teachers form the nucleus of today's and tomorrow's aerospace education for our youngsters, those boys and girls in their formative years who will be guided into careers applicable to the age of air and space in which we now live—and seem destined for all time," the CAP's chief educator said.

There's plenty of talent amongst Air Reservists that dovetails neatly with Civil Air Patrol's Aerospace Education Workshops for teachers. Each year shows increased participation.

SHORTLY after nine o'clock on a clear, August 18th morning this year, the first of four SA-16 aircraft lifted off the runway at Selfridge AFB, Mich., picked up a northerly heading and made Air Force Reserve history.

For the first time, a Reserve unit was traveling outside the continental limits of the United States to perform its 15-day period of active duty for training—its summer encampment.

The men and planes of the 305th Air Rescue Squadron (Reserve,) Selfridge AFB, commanded by Maj. Charles D. Kilpatrick, completed the historical chapter two weeks later when they cleared the tower at Goose Air Base, Labrador, headed south and home.

At each echelon of command, the 305th's tour at Goose AB was more than successful—it was logistically and administratively profitable. Continental Air Command, Strategic Air Command and MATS' Air Rescue Service each a decisive participant in the paper mechanics of this "first time" event—met and conquered the many command level problems involved in such a move. But, the ones to profit most were the protagonists themselves, the men of the 305th. They have had the opportunity to learn, first hand, some of the peculiarities of North Atlantic weather, hazards of the terrain and the customs of the local inhabitants. In short, they have gained "on site" experience, and to a unit which if ever recalled may be easily attached to Goose AB or a similar installation, this experience will prove invaluable.

Although the concept of a Reserve unit performing its training overseas is not a new one, the actual planning for such an event did not begin until last March and was followed by command and unit coordination in May. Then, with the ground work completed, the plan took final shape in the form of Operations Order 427-62, and in August the 305th transformed the concept into a reality. An important by-product of this groundwork—the detailed planning, coordination and inter-command cooperation—that preceded the move, was the smooth and effortless manner in which the 305th became a working member of SAC's 4082nd Strategic Wing complex at Goose Air Base.

The 1,175 mile flight to Labrador ended about eight hours after takeoff with a "typical" Goose AB, GCA assisted landing. Dense fogs, freezing rains, and inclement weather are meteorological factors well known to pilots operating in this land to the north.

Accompanying the

four SA-16, "Albatross," aircraft of the 305th were eight C-119s and crews from CONAC's 403rd Troop Carrier Wing, also based at Selfridge. The assistance rendered by the Reservists of the 403rd in transporting the personnel and equipment is, of itself, a tribute to the Reserve Forces' "in house" capability. (Incidentally, the 403rd may now claim the distinction of being the first unit to assist in establishing a Reserve unit at its overseas summer encampment location.) When the off-loading was completed the C-119s were refueled and returned to Selfridge.

Left on their own, the men of the 305th spent Sunday and Monday setting up shops and equipment in their assigned hangar, in preparation for the operational readiness inspection which was to be conducted Tuesday. After meeting the ORI standards successfully, the 305th settled down for a period of intensive training. Flight crews practiced and met all "Scramble" criteria. Maintenance men recorded a near perfect 97.8 percent in-commission rating for the aircraft. Supply and communications men were on-call, and responded, at any time of night or day. Every phase of the rescue mission was covered, and each crew had an opportunity to sharpen its abilities. The working days were filled with briefings, scrambles, searches, intercepts, orbits, and sea-rescue kit drops. Pararescuemen made jumps to simulated disaster areas, and with the approval of Canadian officials, spent many hours in the outlying "bush" country on survival training maneuvers.

The full days left little time for pleasure; yet, diversion was there and came in many forms, ranging from the usual on-base facilities such as the clubs, theater and bowling alleys to a Sunday sightseeing tour of the area, or a flight into the bush country for some excellent trout and pike fishing.

Plans for the return to Selfridge were as detailed and comprehensive as those which brought the men to Labrador, and on Thursday of the second week the Reservists began "breaking camp." As quickly as the 403rd TCWg's fleet of C-119s arrived they were loaded with equipment and made ready for the trip home next day.

What the future holds for other Air Force Reserve units, and for other Air Force installations overseas can only be speculated upon at this time. What is more important is that Major Kilpatrick and the men of the 305th have proven that Reserve units performing summer encampment training in foreign lands is not only feasible and practical, but beneficial to all.



Canadian "Mountie" captures attention of 305th Rescue Sq officers (l-r) Capt. Howard Coffman, Maj. Henry E. Sherrill and Capt. Joseph Euteneuer during "overseas" summer encampment.

RESERVISTS TRAIN OVERSEAS



REPORT FROM WASHINGTON

ON THE HILL—A number of key bills pertinent to Reserve Affairs were passed during the 87th Congress. Its successor, the 88th Congress will study new proposals in addition to those bills which were carried over from the last session. Here is a limited review of these bills.

KEY BILLS PASSED IN THE 87TH CONGRESS:

H.R. 5490 (DOD 87-7). Provides for more effective participation in Reserve components by deferring members of the Ready Reserve who agree to perform six months' active duty for training. It exempts those who complete Ready Reserve service from the draft. On the other hand, the bill provides for the induction of Ready Reservists and National Guardsmen who fail to serve satisfactorily. It also allows for two weeks active duty training on a calendar year rather than a fiscal year basis. (Public Law 87-378.)

S 2697. Preserves the rights of Reservists or National Guardsmen called or ordered to active duty on or after August 1, 1961. This bill extends by one year entitlement to education and training benefits authorized under the Korean GI Bill and War Orphans' Educational Assistance Act of 1956. (Public Law 87-815.)

H.R. 7723, S. 2554 (DOD 87-9). Authorizes increased per diem for members of the uniformed services. Ordinary per diem has been increased from \$12 to \$16 stateside and up to \$30 on an actual expense basis if traveling "under unusual circumstances." The Joint Travel Committee is still working on the rules for the \$30 per diem. (Public Law 87-378.)

H.R. 8773 (DOD 87-19). Readjustment pay for involuntarily released Reserve officers now equal to that payable to an involuntarily released regular officer. The maximum readjustment pay allowed is \$15,000. (Public Law 87-509.)

H.R. 11221, S. 3170 (DOD 87-151). Increased basic allowance for quarters. In general, Reservists on active duty for training will be entitled to draw BAQ for any period. The exceptions are: (1) Six-month trainees who will not draw BAQ. (2) E-4's and below with less than four years' service will not draw BAQ for periods of under 30 days. Class Q allotments are no longer required for E-4's and above with over four years' service or for Reservists on active duty for training. Increased rates for all grades and ranks will become effective on January 1. (Public Law 87-531.)

H.J. Res. 876; S.J. Res. 224. Gives the President standby authority until February 28, 1963 to recall 150,000 Ready Reservists to active duty for not more than 12 months service. It also permits the extension of enlistments, appointments, periods of active duty or obligated periods of training, service, or status for not more than 12 months. Reservists mustered during the Berlin call-up may not be called again. (Public Law 87-736.)

BILLS CARRIED OVER TO THE 88TH CONGRESS:

H.R. 4774. Provides the same benefits to Guardsmen and Reservists injured in line of duty while proceeding directly to or from inactive duty training or active duty as they would receive if they were in place, performing their duty. (In DOD coordination. Submission to next session expected.)

H.R. 4776. Equalizes per diem payment for Reservists and Regulars. This would affect Reservists called to active duty to serve on boards, attend schools, etc. It would not provide per diem for attendance at weekly training or active duty for training at a military installation where quarters and messing are available. (In DOD coordination. This bill will probably be submitted to Congress early in the coming session.)

NEW PROPOSALS FOR THE 88TH CONGRESS:

DOD 87-180. Provides medical benefits for dependents of Reservists who die from a disease or injury incurred in line of duty while on active duty or active duty for training of 30 days or less or from an injury incurred or aggravated while on inactive duty training. Presently, these dependents are entitled to medical and dental care in military medical facilities only if death occurs while on a tour of active service of more than 30 days. (Still awaiting DOD review and decision.)

DOD 87-106. Amends the Reserve Officers Training Corps Act. Provides for a two-year program to take place in the junior and senior years and a summer encampment prior to the junior year. It also provides scholarships of approximately \$1,100 for each of the two years and a four year active duty commitment. Those students not receiving the scholarship will be required to serve less than four years. (Approved by DOD. Being studied by the Bureau of the Budget.)

DOD 87-186. Affects Ready Reserve enlistments. It revises the present authority for deferment from service under the Universal Military Training and Service Act. This proposal provides a uniform period of six years' unit service as opposed to the present six and eight year periods, providing that during this period, the Reservist performs his required amount of active duty training (not less than four consecutive months). (Being coordinated among services before going to the OSD for approval.)

Air Force Point Of View

ON BEING FIRST IN SPACE. In his speech at Rice University in Houston, Texas on September 12, President Kennedy repeatedly emphasized the importance of being first in the space effort.

"The exploration of space will go ahead whether we join in it or not, and it is one of the great adventures of all time, and no nation which expects to be the leader of other nations can expect to stay behind in this race for space.

"Those who came before us made certain that this country rode the first waves of the industrial revolution, the first waves of modern invention and the first wave of nuclear power. And this generation does not intend to founder in the backwash of the coming age of space. We mean to be a part of it—we mean to lead it.

"For the eyes of world now look into space—to the Moon and to the planets beyond—and we have vowed that we shall not see it governed by a hostile flag of conquest, but by a banner of freedom and peace.

"We have vowed that we shall not see space filled with weapons of mass destruction, but with instruments of knowledge and understanding. Yet the vows of this Nation can only be fulfilled if we in this Nation are first, and therefore we intend to be first. . . .

"I do not say that we should or will go unprotected against the hostile misuse of space any more than we go unprotected against the hostile use of land or sea. But I do say that space can be explored and mastered without feeding the fires of war, without repeating the mistakes that man has made in extending his writ around this globe of ours."

DOCTRINE FOR OVERSEAS AREA AIR DEFENSE was agreed upon by the Air Force and Army Chiefs of Staff this summer. The following excerpts are taken from this statement of agreement:

"... Due to the complexity and efficiency of modern weapon systems, the speed of flight of modern aircraft, the numbers and types of aircraft operating in a theater,

and the potential damage which can be inflicted by a single hostile aircraft in the nuclear age, a basic principle is established that a coordinated and integrated air defense system under a single commander is essential to successful theater operations."

OUR "OPEN FLANK" IN SPACE: "Space is not remote. Soviet space vehicles are over our land repeatedly at little more than a hundred miles up. If these visitors were at a somewhat lower altitude, if they were aircraft, is it not conceivable that the United States would look to its air defenses, had we not already done so? . . . My point is this: A medium in which a potential enemy can operate—be it land, sea, air, or space—is a medium in which the United States needs some defense.

"To possess military capabilities related to space does not mean that we intend to make space a battlefield. . . . In fact, it is through the possession of military capabilities sufficient to our defensive needs that we avoid battles. . . . This country is by no means defenseless on the surface or in the air. But we have, in military terms, an open flank in space, and only with space capabilities can we have reasonable assurance that our security can be protected in this new realm. Only then can we be confident that space will be devoted to the peaceful and promising adventures of mankind."—Lt. Gen. James Ferguson

SOVIETS ON MILITARY SPACE CAPABILITY: *Leonid I. Sedov*—In 1959, the Chief of the Inter-Departmental Commission of Inter-Planetary Communications had this to say: "We have no distinction between military and civilian projects."

Khrushchev—"... the means of delivering thermonuclear weapons are now so perfect that they can be delivered to any point on the globe. If we could bring the spaceships of Yuri Gagarin and Gherman Titov to land at a prearranged spot, we could, of course, send up other 'payloads' and 'land' them wherever we wanted."—address to World Congress of Trade Unions, Moscow: *Tass*, December 1961.

Major General Pokrovskiy—In 1957, when talking of Earth-orbiting satellites as bomb delivery vehicles: "These satellites, together with their scientific value, also have military significance. From them it is possible to observe the opponent's territory and to throw atomic bombs on that territory."

In March of 1962, an article in Red Star (Soviet Army Publication) suggested that the U.S.S.R. is using space for military purposes by asserting that U.S. military space activities "force the U.S.S.R. to protect itself against attack from space."

Malinovsky—*Defense Minister's congratulatory telegram to Soviet Air Force Cosmonauts Nikolayev and Popovich*: "Let our foes know what technology and militancy are in the possession of Soviet powers."

A qualitative and quantitative upgrading of close air support of ground forces is the order of the day in the Air Force. Perhaps I should say also an updating because the Army has new requirements and is also making imaginative changes in concepts. General LeMay and I are determined that the Air Force will respond totally, with promptness, precision and plenty.

EUGENE M. ZUCKERT/Secretary of the Air Force

USE OF NUCLEAR WEAPONS. Secretary of Defense Robert S. McNamara made this conclusion in a report to the press on September 28 regarding his recent inspection trip in Europe:

"I was extremely impressed by what I saw and that applies to the ground units as well as the air, to the German units as well as the U. S. units, to the units equipped with nuclear warheads as well as those equipped with conventional weapons and units at all echelons of command from the squad level up through the Corps. In every instance the degree of combat readiness and the state of alert far exceeded my expectations."

Asked by a newsman why he had referred to nuclear weapons frequently in his report, the Secretary replied that "I was simply being factual in a statement of what I saw and the type of units I visited. It has, of course, been mentioned before, sometimes it is forgotten, that it is our policy to utilize whatever weapons are required to protect our vital interests, and we quite clearly consider access to Berlin a vital interest to the Western World and to the United States."

THE TRADITIONAL AIR FORCE ROLE IS EXPANDING

beyond the heavy atmosphere near Earth as technology advances, according to Gen. B. A. Schriever. The Commander of Air Force Systems Command said on September 21 at an AFA symposium that: "as long as the Soviets continue their drive toward world domination, their space capabilities will represent a real danger to free men everywhere. The Air Force bears a clear responsibility for the planning and development that will enable the United States to meet this threat. The Air Force task is to build and operate the aerospace forces that are necessary for national security."

"These forces range all the way from the tactical weapons required for counterinsurgency operations, to the strategic bombers and missiles of the Strategic Air Command. This mix of weapon systems enables us to make precise application of force wherever it may be directed

by the President. At one end of the scale, the Air Force must be able to conduct operations only a few feet off the ground. At the other end of the scale, the Air Force must be able to conduct regular operations as far out in space as national security requires."

KOREAN ACHIEVEMENTS. The remarkable achievements of airpower in Korea are not widely known, even by many Air Force members. One fact alone is astonishing: more than 145,000 enemy soldiers killed on the ground by our airpower and only three Americans known killed by enemy air attack. Other facts are equally noteworthy: *Far East Air Forces (FEAF) flew a total of 720,980 sorties, which included 66,997 counterair, 192,581 interdiction, 57,665 close support, 181,659 cargo, and 222,078 miscellaneous sorties (which included reconnaissance, air control and rescue).* . . . Between June 26, 1950 and July 31, 1953 MATS transported 43,196 Korean War casualties to the U. S. for further hospitalization. . . . *Better known is the ten-to-one margin of victory of the Sabre pilots over the MIG-15 jet fighters.* . . . *During the fighting in South Korea, North Korean prisoners of war estimated that air action destroyed more than 70 percent of their tanks, trucks, and artillery pieces and inflicted 47 percent of the casualties which North Korean troops sustained.* . . . *When UN ground troops retreated from North Korea, FEAF airmen not only greatly delayed the southward movement of the Chinese Fourth Field Army and gave the Eighth Army time to prepare defenses, but they also estimated that they inflicted nearly 40,000 casualties on the Chinese—thus decimating a force equivalent to five Chinese divisions.*

All these statistics can have true value only if related to the events as recorded in reliable histories. The official history is available in most Air Force libraries—the U. S. Air Force in Korea, 1950-1953; Robert F. Futrell; Duell, Sloan and Pearce; 774 pages. It makes interesting reading and is profitable even if the reader confines himself to the foreword and the last two chapters.

FACING THE HAZARDS OF WAR

The following statement by Stewart L. Pittman, Assistant Secretary of Defense for Civil Defense, reemphasizes the importance of wider understanding of the possibility of fighting, surviving and winning a general war.

Mr. Pittman said that the Nation has been started on "a well-conceived and practical plan to improve the chances of survival of tens of millions of Americans if the country should ever be attacked with nuclear weapons. We will press for the authority and funds from Congress to carry through

with this plan. It cannot be done all at once but the logic of low-cost measures of community self-protection will become increasingly clear as the program moves ahead and Americans become more accustomed to thinking constructively about the hazards of war and what they can do about it."

The belief is too widespread that a general nuclear war would inevitably be so catastrophic that it is foolish to consider fighting one, should we be attacked. "If so many millions would die, why resist at all," some ask. "If so many would die, why attempt to prepare a military force that would fight such a war?" "Why adopt a counterforce strategy aimed at fighting and winning a war?" "Why have civil defense?"



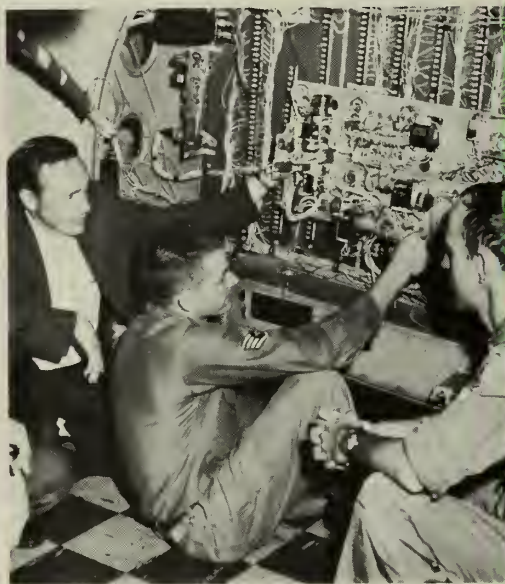
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USAF Recurring Publication 30-
NO. 30-H-9-62-346,623

① Guardsmen of the 112th Fighter Group, Hancock Field, N.Y., display home-made F-102 flight simulator. Unit commander, Lt. Col. Edward J. Bollen (r) picks up "inside" information from Tech. Rep. David Conway and SSgt. Regis Killmeyer. ② Atop 10,700 ft. Blowhard Mountain, Cedar City, Utah, is nation's highest radar site. Title was previously held by 9,500 ft. site near Salt Lake City. Tower, operated by FAA personnel, supplies radar information for air traffic control and for use by Air National Guardsmen in support of defense mission. ③ USAF's space vehicle, X-20 Dyna-Soar, was introduced to newsmen by Gen. Bernard A. Schriever, Commander, AFSC, at recent AFA convention. The general (at rostrum) introduced the six men named to pilot the delta-winged glider. ④ Reservists of the 12th Mobile Communications Sq., used part of 2-week encampment at Mather AFB, Calif., learning to operate this mobile control tower. One of three such Reserve squadrons, the 12th and its seven detachments provide emergency mobile communications and flight facilities to our western states.



reserve camera



Refugee

the air reservist



IT'S FITTING BETTER!

THE ARMY OF THE
J 1 1962

Baldy

the COVER Lt. Col. Clifford H. Baldowski, AFRes, has captured the spirit of our Reserve Forces with this cartoon published in the Atlanta Constitution. A "Baldy" cartoon also graced our Sept. '61 cover.

the air reservist

Vol. XIV—No. 10 Dec. 1962

AIR FORCE RESERVE
CIVIL AIR PATROL AIR NATIONAL GUARD

General Curtis E. LeMay
Chief of Staff, United States Air Force

Maj. Gen. Chester E. McCarty
Ass't Chief of Staff Reserve Forces, USAF

EDITOR:
Fred E. Giachino

ASSOCIATE EDITOR:
Thomas Wright Jr.

STAFF WRITER:
TSgt William J. Turner

The Air Reservist is an official publication of HQ USAF approved by the Secretary of the Air Force in accordance with Section 278, Title 10, U. S. Code. This section requires the dissemination of complete and up-to-date information of interest to the Air Reserve Forces.

Editorial Office: The Air Reservist, P.O. Box 423, Bolling AFB, Washington 25, D.C.

The material contained in The Air Reservist is listed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by Hq. USAF.



BRIEFLY

Over 14,000 Reservists were recalled to active duty on Oct. 28 . . . On Nov. 21 they were notified that they would be released within a few days . . . Mission Accomplished! It took one month . . . Without a doubt, the Air Reserve Forces proved their readiness to contribute to the military might of our nation in the defense of our country and the deterrence of aggression. This issue of the *Air Reservist* summarizes these events, revealing the important contributions of the Air Reserve Forces.

A proposed change in Executive Order 10488, which established the National Defense Service Medal, will recognize the eligibility of Reservists called to active duty in the Cuban crisis. The revision will include not only those called up recently, but also those Reservists returned to active duty during the Berlin buildup of 1961 and personnel who served on active duty during the Korean conflict . . . **Reservists called** to active duty during the Berlin crisis have been granted additional time to complete their education and rehabilitation training under a bill signed recently by the President. The extension amounts to equal time for services rendered, according to the VA. Reservists who were called to active duty under Executive Order before August 1, 1962, and those whose enlistments were extended, benefit under this liberalization of the original Korean GI Bill.

A radar interceptor officer school, the first advanced training facility to be operated by the Air National Guard since the closing of its jet instrument school at Ellington AFB, Tex., in July 1961, was opened recently at Portland, Ore. The new school, located at Portland International Airport, will train radar observers for the F-89 fighter-interceptors used by nine ANG squadrons . . . **Under a new** Judge Advocate General Area Representative program, well qualified civilian lawyers who are Reserve Judge Advocates will make themselves available to render legal counseling on a non-fee basis. Eligible to receive this service are members of the military (active, reserve or retired), and their dependents in or near the geographical area to which they are either assigned or reside.

The Air Defense Command's most coveted honor, the "A" award, has been bestowed upon the 26th Air Division's 112th Fighter Gp. It is the first time in ADC history an Air National Guard organization has won the award. It is given for demonstrating exceptional effectiveness in air defense combat readiness during a designated 12-month period . . . **The 9215th Air Reserve Squadron** held its Seventh Information Seminar in New York City, November 28-29-30th. This year's theme was: "Information—Challenge of the Aerospace Age." A highlight of the meeting was a reception given by fellow-member Mayor (Col.) Robert F. Wagner of New York City.

The Air Reservist is indebted to the 512th TCWg., of Willow Grove NAS, Pa., for identifying the unknown loadmaster on our November cover. He is SSgt. Leslie Morgan of Det. 1, 18th Aerial Port Squadron, Willow Grove. Aircraft and crew were from the 512th.

DEPARTMENT OF THE AIR FORCE
WASHINGTON

OFFICE OF THE SECRETARY



When called upon in the Cuban crisis, the Air Reserve Forces added vital muscle to our active Air Force, enabling it to continue meeting its many global commitments.

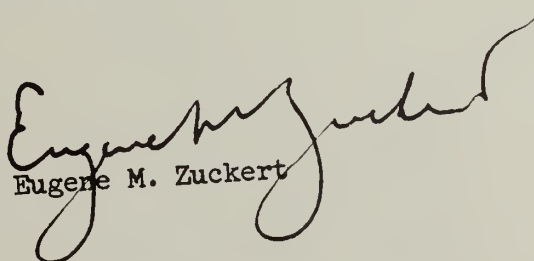
Mobilization of eight Air Force Reserve troop carrier wings and six aerial port squadrons on a few hours' notice demonstrated again -- as in the Berlin crisis of 1961 -- the combat-ready-now status of our Air Reserve Forces.

Following notification late in the evening of Saturday, 27 October, these Reservists began reporting for duty as Sunday dawned. Ninety-three percent of the personnel were on hand the first day for deployment anywhere on the globe. Seventy-five percent of the combat airlift aircraft were ready for immediate action.

The augmentation of the Air Force airlift fleet by the Air Force Reserve gave great additional flexibility and mobility to both the Army and the Air Force.

Equally responsive and essential to the overall national security were the recovery units which facilitated the quick dispersal of certain units of the Strategic Air Command, Air Defense Command, and Tactical Air Command to non-military airfields.

All this was another brilliant demonstration of the professional competence of the Reserve Forces -- the quick response capability, severely tested and quickly proved.


Eugene M. Zuckert

RESERVISTS PULL THEIR

CLIMATE: On October 22nd, President John F. Kennedy alerted the world to the existence of a critical threat to the security of the United States and the entire Western Hemisphere. His disclosure of a Russian build-up of offensive missile sites on "... that imprisoned island."—Cuba, revealed that a crisis was growing in the Caribbean. More important, however, his speech contained a Presidential statement of policy to be used as a guide by all Americans, and to be remembered by the people of all nations: "Aggressive conduct, if allowed to grow unchecked and unchallenged, ultimately leads to war. This nation is opposed to war."

This kind of policy forms the basis for the Air Reserve Forces program. It is policy to be used year 'round, not policy designed for one particular set of circumstances. During 1961, "aggressive conduct" prompted the activation of Reservists from each of the military services. At that time Berlin was the focal point of international concern.

ACTION: "Aggressive conduct" has accounted for the United States calling upon its Air Force Reserve: to deter, if possible; to engage, if necessary. On October 27th, the President set in motion what was to become the swiftest Reserve Forces call up in American history. Notification of mobilization was made during the late evening hours of Saturday, the 27th, with orders to report at 9 o'clock the following morning. According to Mr. John A. Lang Jr., deputy for Reserve and ROTC Affairs, "More than 93 percent of the 14,214 personnel were on duty the next morning, with morale at a high peak."

Once again the citizen-airman proved his readiness, his capability, and his willingness. Regardless of the crisis, whether it be Berlin, Viet-Nam, Cuba, or some other part of the world, the qualities and abilities of our Reserve Forces remain at peak level—only the time and place they are to be deployed will change.

Using the authority recently granted him by Public Law 87-736, dated October 3, 1962, President Kennedy directed the recall of the personnel of 8 troop carrier wings, 24 troop carrier squadrons, 6 aerial port squadrons, and a variety of other support-type units (See Page 5, **THOSE WHO WERE CALLED** for complete list.) Prior to recall these units were assigned to Air Force's Continental Air Command, but upon being activated they joined their gaining command, Tactical Air Command.

REACTION: The days and hours following the President's speech were filled with deep suspense for although the quarantine was an effective one, newspaper reports indicated that work on the missile

bases was going forward at a "rapid pace," right up until the day of the recall.

Lt. Gen. E. J. Timberlake, commander of the Continental Air Command, dispatched a message to subordinate commanders alerting them to the possibility of a recall of the Reserve forces and advising them that, "This headquarters stands ready to furnish all possible assistance . . ."

It was during these tense days that the President received many messages of reassurance from military and civilian leaders across the country and throughout the world. Of particular interest were the many pledges of support from high level officers affiliated with the Air Reserve Forces program.

One of the first to respond was Maj. Gen. John H. Foster, national president of the Reserve Officers Association. In an October 23 telegram to President Kennedy he stated, "... The Reserve Officers Association of the United States assures you of its complete and heartfelt support in this crisis."

"On behalf of more than 72,000 volunteer members of the Civil Air Patrol . . .," Col. Paul W. Turner, chairman of CAP's National Board advised the President that, "... we're solidly behind you. I am extremely proud and privileged to offer our personnel and resources . . ."

If the President had any anxious moments concerning the personal feelings of Air Force Reservists toward a second "Call Up" within 13 months, those fears were most certainly squelched as the five days between his speech and the actual recall were filled with similar pledges, messages of support, and positive action by the Reservists.

The over-all response of Air Reservists to the critical needs of their country recently received high praise from several sources. Maj. Gen. John B. Montgomery, president, Air Force Association said, "... We congratulate the commanders and men of these wings and squadrons for demonstrating for the first time that the Air Reserve Forces can deliver combat-ready units on a 'no notice' basis." Another glowing statement came from Maj. Gen. William H. Harrison, Jr., president National Guard Association when he said, "... The speed and efficiency with which units of the Reserve Forces respond is, in itself, evidence of the willingness of citizen-airmen to conduct effective training and to be ready for such service." Mr. James E. Powers, national commander of the American Legion added these words, "... The flexible responsiveness of the Reserve Forces of the United States Air Force has again been dramatically illustrated in the Cuban crisis, providing the President with yet another source of power in dealing with the Communist conspiracy. The preservation of freedom will always require sacrifice. The Air Force Reserve once again has met this challenge."

EIGHT

• "Ready Now" Capability Proven as Recallees Report in Swiftest Mobilization in American History.

THOSE WHO WERE CALLED: Following are units which were involved in the callup:

94th Troop Carrier Wing, L. G. Hanscom Field, Mass.; 302nd TCWg., Clinton County AFB, Mo.; 445th TCWg., Dobbins AFB, Ga.; 512th TCWg., USNAS, Willow Grove, Pa.; 349th TCWg., Hamilton AFB, Calif.; 403rd TCWg., Selfridge AFB, Mich.; 434th TCWg., Bakalar AFB, Ind.; and the 40th TCWg., General Mitchell Field, Wisc.

Also, 731st and 732nd TCSq., L. G. Hanscom Field; 733rd TCSq., Hill AFB, Utah; 355th and 356th TCSq., Clinton County AFB; 357th TCSq., Fort Meade Field, Ala.; 700th TCSq., Dobbins AFB; 701st and 702nd TCSq., Memphis Municipal Airport, Tenn.; 356th and 327th TCSq., Willow Grove; 328th TCSq., Niagara Falls Municipal Airport, N. Y.; 312th TCSq., Hamilton AFB; 313th TCSq., Portland International Airport, Ore. and the 314th TCSq., McClellan AFB, Calif.

Also, 63rd and 64th TCSq., Selfridge AFB; 65th TCSq., Davis Field, Okla.; 71st and 72nd TCSq., Bakalar AFB; 73rd TCSq., Scott AFB, Ill.; 95th TCSq., General Mitchell Field, Wisc.; 96th TCSq., Minneapolis-St. Paul International Airport, Minn. and 97th TCSq., Paine Field, Wash.

Also, 11th Aerial Port Sq., McGuire AFB, N. J. (including Det. 1, Grenier Field, N. H.); 14th Aerial Port Sq., Ellington AFB, Tex. (including Det. 1, Dallas NAS, Tex. and Det. 3, Kelly AFB, Tex.); 15th Aerial Port Sq., Donaldson AFB, S. C. (including Det. 1, Sewart AFB, Tenn. and Det. 2, Dobbins AFB, Ga.); 16th Aerial Port Sq., Bakalar AFB (including Det. 1, Minneapolis-St. Paul International Airport, Det. 4, Selfridge AFB, Det. 5, O'Hare International Airport, Chicago and Det. 6, Muskogee, Okla.); 17th Aerial Port Sq., Paine Field (including Det. 1, March AFB, Calif., Det. 3, Portland, Ore., Det. 4, McClellan AFB and Det. 5, Hill AFB); and 18th Aerial Port Sq., Pope AFB, N. C. (including Det. 1, Willow Grove, Det. 3, Bates Field, Det. 5, Greater Pittsburgh Airport, Pa. and Det. 6, Niagara Falls, N. Y.)

Also, 94th TCWg, Det. 1, N. H.; 94th TCWg, Det. 2, Utah; 94th Air Base Group, Mass.; 94th ABGp, Det. 1, N. H.; 94th ABGp, Det. 2, Utah; 94th Tactical Hospital, Mass.; 94th TAC Hosp, Det. 1, N. H.; 94th TAC Hosp, Det. 2, Utah; 440th Consolidated Aircraft Maintenance Sq., Wisc.; 440th CLMSq, Det. 1, Wash.; 440th CLMSq, Det. 2, Minn.; 440th CLMSq, Mass.; 94th CLMSq, Det. 1, N. H.; 94th CLMSq, Det. 2, Utah; 512th TCWg, Det. 1, N. Y.; 512th CLMSq, Pa.; 512th CLMSq, Det. 1, N. Y.; 512th TAC Hosp, Pa.; 512th TAC Hosp, Det. 1, N. Y.; 440th TCWg, Det. 1, Wash.; 440th TCWg, Det. 2, Minn.; 512th ABGp, Pa.; and the 512th ABGp, Det. 1, N. Y.

see next page

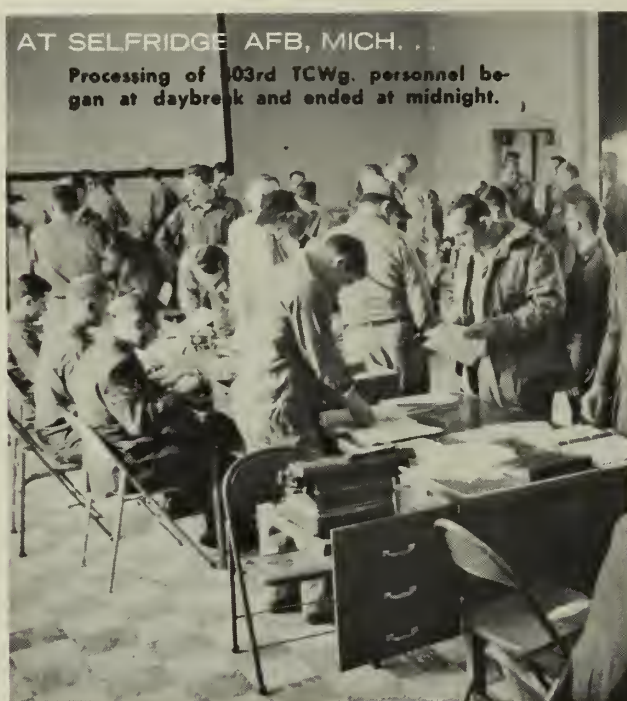


The 198th FISq., Puerto Rico ANG, expanded its runway alert program from 14 to 24 hours-a-day, placing it on a par with the other 26 ANG squadrons which provide this capability under ADC and PACAF. (l-r) Lt. Col. R. Griswold, Capt. J. Bloise, Capt. T. Leete, Lt. Col. M. Gilormini and Capt. R. Sperry.



Contributing to the effort, this C-124 crew of the 442nd TCWg., Richards-Gebaur AFB, Mo., included the first Reservists to fly a MATS overseas mission—Delaware to Turkey. (l-r) Maj. Hennessey, only active duty member; Maj. Mathews; Capt. Stoner and MSgt. Roberts, are briefed by SSgt. Patterson of Dover AFB, Delaware.

• *A very Decisive Month.*



(Detroit News photo.)

Also, 440th ABGp, Wisc.; 440th ABGp, Det. 1, Wash.; 440th ABGp, Det. 2, Minn.; 440th TAC Hosp, Wisc.; 440th TAC Hosp, Det. 1, Wash.; 440th TAC Hosp, Det. 2, Minn.; 349th TCWg, Det. 1, Ore.; 349th TCWg, Det. 2, Calif.; 349th CLMSq, Calif.; 349th CLMSq, Det. 1, Ore.; 349th CLMSq, Det. 2, Calif.; 349th ABGp, Calif.; 349th ABGp, Det. 1, Ore.; 349th ABGp, Det. 2, Calif.; 349th TAC Hosp, Calif.; 349th TAC Hosp, Det. 1, Ore.; 349th TAC Hosp, Det. 2, Calif.; 302nd TCWg, Det. 1, Ala.; 302nd CLMSq, Ohio; 302nd CLMSq, Det. 1, Ala.; 302nd TAC Hosp, Ohio; 302nd TAC Hosp, Det. 1, Ala.; 302nd ABGp, Ohio; and the 302nd ABGp, Det. 1, Ala.

Also, 403rd TCWg, Det. 1, Ill.; 403rd TCWg, Det. 2, Okla.; 403rd ABGp, Mich.; 403rd ABGp, Det. 1, Ill.; 403rd ABGp, Det. 2, Okla.; 403rd CLMSq, Mich.; 403rd CLMSq, Det. 2, Okla.; 403rd CLMSq, Det. 1, Ill.; 403rd TAC Hosp, Mich.; 403rd TAC Hosp, Det. 1, Ill.; 403rd TAC Hosp, Det. 2, Okla.; 434th TCWg, Det. 1, Ill.; 434th ABGp, Ind.; 434th CLMSq, Det. 1, Ill.; 434th CLMSq, Ind.; 434th TAC Hosp, Ind.; 434th TAC Hosp, Det. 1, Ill.; 445th TCWg (ASLT), Det. 1, Tenn.; 445th ABGp, Ga.; 445th ABGp, Det. 1, Tenn.; 445th CLMSq, Ga.; 445th CLMSq, Det. 1, Tenn.; 445th TAC Hosp, Tenn.; and the 445th TAC Hosp, Det. 1, Ga.

The troop carrier squadrons called to active duty are equipped with two-engined C-119 and C-123s.

THOSE WHO WERE NOT: Actually, many Reservists probably considered the recall nothing more than the legal extension of the efforts they had been expending over the past years.

Long before the crisis in the Caribbean, March 31 to be exact, flying units of the Continental Air Command were augmenting the Tactical Air Command on a daily, as-required basis. CONTAC was the name of the project, and Reservists performed many "live" missions for the regular Air Force, helping with the workload and at the same time furthering their combat capability.

Days before the Presidential recall, the number of Air Force Reserve crews flying CONTAC missions was increased from 10 to 23. The increase itself is not too important, what should be remembered is that the crews participating were doing so voluntarily.

Air National Guardsmen—always active and willing participants in the defense of our country—were quick to recognize the need for increased vigilance. Flying some of the latest jet aircraft and manning modern radar equipment, Guardsmen worked in shifts at their installations performing defensive operations, providing a military capacity for each of our fifty states, and supplying the Air Defense Command with an augmentation capability second to none.

The Guard's 26 fighter-interceptor squadrons and their radar units are not only capable of, but have already provided, a round-the-clock readiness that is vital to the over-all defense of our nation. They proved this in 1961, and were ready to do so again.

Voluntary support came, also, from Air Force Reservists from 22 states as they successfully airlifted essential defense material to the Florida area. These crews manned C-119 "Flying Boxcars," C-123 "Providers," and C-124 "Globemasters," for the gigantic air movements.

Civil Air Patrol members in the Florida area went on special alert duty, and as Col. Paul C. Turner, chairman of CAP's National Board, informed the President, "... we're solidly behind you ..."

Volunteer Air Force Reservists from the 442nd TCWg., Richards-Gebaur AFB, Mo., and the 435th TCWg., Homestead AFB, Fla., have been flying their C-124s to Far East and European bases, delivering high-priority MATS cargo. Air National Guardsmen, flying C-97 type aircraft, have been flying similar cargo missions for MATS for some time now. Further, these missions have been accomplished in conjunction with the unit's normal training schedule. Here are examples of Reserve augmentation based more upon the international climate than upon any particular incident.

Now the "Standbys" have been given the opportunity to actively participate in yet another phase of our country's defense.

RESERVISTS PULL THEIR WEIGHT

The use of Standby Reserve officers of the four services in support of this nation's civil defense program has been approved by the Department of Defense.

The Reserve utilization plan is designed to help meet expanded organizational planning, training, and personnel requirements of the new civil defense program which is centered on community shelters and community action.

Secretaries of the Army, Navy and Air Force have been authorized to award point credit toward retirement to nonobligated Reserve officers who volunteer to serve without pay in regional, state and local civil defense positions or activities. Officers considered eligible for the program must:

- Be in active status in the Standby Reserve.
- Have no remaining statutory obligation.
- Not be assigned to an organized drilling unit.
- Not have been declared not available for mobilization by the Selective Service System.
- Be authorized to participate by his Service chief.

The following criteria will be observed:

- One point creditable toward retirement will be awarded for each inactive duty training period of not less than two consecutive hours of civil defense work. This work would be performed at a duly scheduled work formation in an officially designed location under active supervision.
- A maximum of two points will be awarded per day. (A day will be considered the equivalent of a multiple drill or eight hours of work).

- Three points for inactive duty training per month.
- Thirteen points for inactive duty training per quarter.
- Not more than 60 points for inactive duty training will be credited for retirement purposes during any one retirement year.

Surveys are now under way to secure estimates of local requirements for additional civil defense personnel. These surveys will also determine the willingness of the Reservists to respond to requests for their services by civil defense organizations or other authorities in the communities in which they live. Participation in the civil defense program, will in no way decrease an individual's liability for mobilization in the event of war or national emergency.

Activities open to Reservists would include the following services: civil defense liaison and planning officer between local governments and neighboring military installations; instructor in shelter management or radiological monitoring; local civil defense operations or planning officer. Other areas of activity would include intelligence, transportation, supply and industrial planning to obtain industry support of local civil defense plans.

A requirement for the use of individual Reservists will be determined by local civil defense directors. Lists of eligible Standby Reservists will be furnished to these directors and work assignments will be predicated upon the desires of the local director.

Administrative coordination of the program will be effected by the Department of the Army for all Services. Criteria for eligibility, job descriptions, and point credit have been issued to the field.

WAFs Too!



A3C Edith Beeker, one of seven WAFs reporting to the 403rd TCWg., takes a lunch break.

(Detroit News photo.)

Recovery Units Demonstrate Potential.

The willingness and "Ready Now" capability of the Air Reserve Forces is being demonstrated every day in many ways.

Many members of the Air Reserve Forces, not alerted for active duty in connection with the Cuban crisis, performed valuable services in connection with the dispersal of the Air Force's combat aircraft. These actions involve both the Air Force Reserve and the Air National Guard, with Reservists taking over some responsibilities normally carried on by members of the regular establishment.

A SAC combat commander called an Air Force Reserve Recovery location on October 23, advising of the need to disperse B-47 bombers to the civilian airport where the Recovery Group normally trained. Scheduled arrival of the bombers was that day.

Using a "Paul Revere" telephone alert system, the Reserve commander called his key people to the airport, a procedure which had been practiced many

see next page

times before under simulated alert conditions. They, in turn, called every one else in the group headquarters and in the recovery squadron located at the same civilian airport.

Within one hour, 96 Air Force Reservists had volunteered and were at their civilian airport headquarters, in uniform and ready for any contingency. When the SAC B-47s began landing the Reservists began functioning as guards, vehicle drivers (using military and civilian vehicles), communications specialists, administrative clerks, mechanics capable of minor maintenance, and such. Ten SAC personnel reporting to a detachment commander, were thus augmented immediately by 96 Air Force Reservists living in the immediate vicinity.

The SAC commander, who had not anticipated receiving such unscheduled help, exclaimed: "You're not recovery men—you are miracle men."

The Reservists, working in shifts, remained on duty with the SAC bombers. When not on duty, they slept and ate at home on a one-hour alert system, ready to augment the force immediately.

Their normal mission is aircraft recovery—a mission which would follow an enemy attack on the United States—the reception of USAF combat aircraft into civilian airports following destruction or damage to their home bases. These same civilian airports can also be used for pre-attack dispersal.

Air Force Reserve Recovery Groups and Squadrons throughout the United States, operating under the Continental Air Command, maintain facilities at 200 civilian airports at which combat aircraft could land and recover under emergency conditions.

This Air Force Reserve Recovery Group was not the only unit to receive USAF planes on dispersal during the crisis. Other Recovery units, plus a number of National Guard bases throughout the United States received Strategic Air Command, Air Defense

Command, Tactical Air Command and Military Air Transport Service aircraft and personnel on a "no-notice" or relatively little notice basis. ANG personnel at these bases, carrying a much heavier workload than usual, worked around the clock to provide facilities and services making it possible for the aircraft to be quickly dispatched to any destination.

"These combat support operations demonstrate the 'ready now' capability of the Air Reserve Forces," said Maj. Gen. Chester E. McCarty, assistant chief of staff for Reserve Forces. "Our Reservists stand ready to do whatever is needed to augment the regular establishment in every way possible."

"Thanks to the efforts of this unit a difficult problem was simplified."

Meaningful words coming from U. S. Army Brig. Gen. B. F. Evans, and addressed to the Assistant Chief of Staff for Reserve Forces, Maj. Gen. Chester E. McCarty.

The unit referred to by General Evans is the 8441st Air Force Reserve Recovery Group, Miami, Fla., under the command of Lt. Col. Maurice H. Shorago; and the "difficult problem," was the general's search for facilities to be used immediately as a command post for his mission.

It was during the general's search that he learned of the presence of the 8441st Recovery Group. Upon contacting Colonel Shorago late one Sunday afternoon the general states his search ended and his troubles were over. Within 24-hours the personnel of the 8441st had taken the action necessary to open two buildings, thus providing sufficient area for housing, messing facilities and office space. In addition, Colonel Shorago requested and received clearance from the port authority for the use of the airport by the Army unit involved.

Another instance of Reserve Forces being "on the

MOBILIZATION-DAY
ACTIVITIES OF
THE 512TH
TCWG., NAS
WILLOW
GROVE, PA.,
TYPIFY THE
EXPERIENCES
OF RECALLED
RESERVISTS
AROUND THE
COUNTRY.



Reporting In . . . Reservists find base on a wartime footing.



New Uniforms . . . like the last time except they look and fit better.

RESERVISTS PULL THEIR WEIGHT

spot" when needed—being willing, ready and able before the need arises.

Other examples of the utilization of Recovery squadrons were reported. At one location, Recovery Reservists rushed to an isolated airport—having no facilities—in an effort to reconstitute it for use by dispersed fighter aircraft of the Air Defense Command. The Reservists arranged for housing and office space for the incoming crews; installed plumbing and heating; provided security services and messing facilities, and serviced the F-102 interceptors at their parking areas in the "boon-docks." In addition, whatever equipment the Recovery squadron had on hand was made available to the crews of the F-102s. Personnel involved have been actively augmenting the Air Defense Command on a man-day basis since the early hours following President Kennedy's speech.

AN EVALUATION: After less than one month of active duty the recalled Reservists had demonstrated their readiness and capability to the satisfaction of Gen. Walker M. Sweeney Jr., commander of Tactical Air Command.

General Sweeney, who is also deputy commander of the joint, Air Force-Army Strike Command, praised the Reservists for the speed and willingness with which they responded during the national emergency. In a message to personnel of each mobilized Air Force Reserve unit, the TAC commander said:

"Once again, the nation has called upon Air Force Reservists to serve actively in the cause of world peace and you have responded quickly and with great willingness to serve.

"We in the regular forces of TAC are proud to have you with us. I am keenly aware of the sacrifices



The Word . . . Switchboards were kept busy as personnel were notified of their unit's activation.

many of you and your families are making. Let me personally assure you that these are not in vain. You are vital to the Air Force's ability to meet its current commitments.

"One of our most important responsibilities is to provide an effective combat airlift that is constantly ready to perform a wide variety of tasks.

"We would not have this capability without the combined resources of the regular and Reserve airlift forces serving together. It is a team effort that is an essential part of the nation's determination to stand firm at a time of grave crisis.

"Each of you can take great pride in the knowledge that what you are doing today is a significant contribution and will have an important bearing in the support of presidential actions for the national interest."



Fall In . . . The formations and briefing on the big job ahead.



That Important Call . . . Family and friends to notify . . . appointments to cancel.

QUESTIONS & ANSWERS

This column is designed to clarify problems of general interest to members of the Air Reserve Forces. Personal problems should be discussed with your unit personnel officer. Letters not used in the column cannot be answered.

Q. Why were the Air Force units mobilized at less than 80 percent of their authorized strength, with no filler personnel being added?

A. It was decided to mobilize the troop carrier and aerial port units immediately, using only men regularly assigned to and training with the units. These Reserve squadrons have proven their capability for operating with these personnel, without fillers, during weekend training and summer active duty tours. If it is necessary to fill the units to 100 percent of authorized strength, filler personnel could have been called as required.

* * *

Q. Why were selective assignees not mobilized with the units?

A. Selective assignees are men who have generally completed a tour of four years with the Air Force, and who have a remaining period of obligation for possible military service as an Air Force Reservist. They are assigned to vacant positions, but do not train with the unit to which they are assigned.

* * *

Q. If selective assignees were not called during the Berlin contingency and during this mobilization, why have them assigned to the Reserve units?

A. Each of the selective assignees is fully skilled in his AFSC, having completed four years with the Air Force. They would be very valuable to the unit in the event of a large scale or total mobilization.

* * *

Q. Why were some units called, in preference to others with the same type of airplanes?

A. Seven of the eight wings had C-119 "Flying Boxcars." Like automobiles, there are many models of each type of airplane, and it was desirable to call wings which could inter-change spare parts freely. 19 of the 21 C-119 squadrons which were mobilized have the G model of the "Flying Boxcar," thus simplifying the spare parts problem.

* * *

Q. What is the level of proficiency within the recalled Air Force Reserve units?

A. The flying crews equal and sometimes exceed the proficiency of flying crews of regular establishment troop carrier wings. A hard core of about 20 percent of each unit is composed of air technicians, Reservists who work full time in their specialties with the unit.

The combat readiness ratings of these units compare favorably with active duty units. Looking at the overall picture, these units are well trained and can carry out any assigned mission without difficulty.

* * *

Q. Were any Reservists called who were mobilized during the Berlin contingency?

A. No units were mobilized which were called up during the Berlin contingency. It is possible that some men who served during the Berlin contingency, moved to another city and joined units which were mobilized this time. In any case, units were instructed to promptly release any individuals who had been erroneously mobilized.

AEROSPACE LIBRARY

Reservists may obtain these books by mail order (at listed prices) from the Aerospace Book Club, 7801 Old Georgetown Road, N. W., Washington 14, D. C. The Club, established by the Air Force Association at the specific request of the Air Force, offers club members the opportunity to purchase certain of these and other aerospace books at substantial discounts. Reservists also may obtain recommended books at reduced rate from the Air University Book Department, Maxwell AFB, Ala.

The Airman's Guide, 11th Edition (Stackpole Co., \$3.95). This revised compendium of Air Force history, current operations, development, and general information is a valuable reference for all airmen. The Guide also features a comprehensive, easy-to-use index.

Civil Air Regulations and Flight Standards for Pilots, (Aero Publishers, \$4.50). This volume contains everything the student pilot needs to know from "Fundamentals of Aerial Maneuvers" to Civil Air Regulations. Old hands at the flying game will find it to be a time-saving way of "brushing up."

A History of Soviet Air Power, Dr. Robert A. Kilmarx (Praeger, \$7.50). A survey of the development and growth of Soviet air power from the earliest days of military aviation under the late Czar (1910) to the present era of ballistic missiles and space satellites.

Night Fighter: The Story of the RAF's Most Decorated Fighter Pilot, Wing Commander J. R. D. Braham (W. W. Norton, \$3.95). Personal combat narrative of a top RAF night fighter ace in WW II from his training prior to the war through the Battle of Britain to December 1944 when he was shot down over Denmark and taken prisoner by the Germans.

US Navy Aircraft 1921-1941 (Aviation History Publication, \$10.00). A detailed and profusely illustrated history of all aircraft types operated by the United States Navy during the 1920s and 1930s. Appendices fully cover characteristics and performance, serial numbers, US Coast Guard, squadron insignia, etc.

SCHREINER'S MINERS

... when a Reservist successfully replaces a full time airman, it is money saved in the taxpayer's pocket.

THE 90 MEN under the command of Maj. Carl J. Schreiner Jr., are known to their friends and military associates as "Schreiner's Miners," because the home of their Air Force Reserve unit (92nd Air Terminal Sq.) is Wyoming, Pa., in one of the world's largest coal mining areas.

But, mining is not their business—furnishing air terminal capability is. One weekend per month and 15 consecutive days each year, are devoted to becoming proficient in various phases of the air terminal mission.

Most of the 92nd's training is conducted at Dover AFB, Del., under the guidance and supervision of the Military Air Transport Service's 1607th Air Terminal Squadron. However, Schreiner and his Miners have become so professional, and have demonstrated their proficiency so well, that their regular Air Force counterparts have come to consider them more of a replacement than a student body. In fact, the first week of their recent two-week tour at Dover found the men of the 92nd actually replacing 25 of the 1607th's personnel, and at the same time lending sufficient support to enable the 1607th to return to a normal 8-hour shift instead of the 12-hour shifts they had been forced to adopt. In addition, records show that the 92nd was responsible for loading 1,850,333 pounds of cargo, unloading 1,019,657 pounds, and "Fleet servicing" more than 200 aircraft during their tour, all work that would otherwise have had to be accomplished by the men of the 1607th.

Basically, an air terminal squadron is composed of five sections: Air Freight, Fleet Service, Passenger Service, Space Control, and the Supply/Administrative sections.

As final proof of their functional worth, the men of the 92nd were called upon to assist in the emergency transfer of troops and equipment to military installations in the South as a result of the rioting at the University of Mississippi. This unexpected convergence of over 25,000 troops in the Oxford, Miss., area meant a complete and drastic change of scheduling for the 1607th Squadron at Dover.

An interested spectator during these hectic hours was Mr. John A. Lang Jr., deputy for Reserve and ROTC Affairs, who was sufficiently impressed by the 92nd AT Sq., to forward letters of commendation to MATS Commander, Brig. Gen. Joe W. Kelly, and CONAC's 2nd Reserve Region Commander, Brig. Gen. Felix L. Vidal.

The 1607th employs what is called a "mechanized process" to accomplish its mission, and the men of the unit have become fully operational in all phases of the process. Basically, this calls for perfect inter-section coordination in the use of special roller conveyers and in the proper packaging, handling and employment of preloading techniques using pallets capable of forming a unit-load of from five to seven thousand pounds.

Concerning his squadron's use of the "mechanized process," Major Schreiner has indicated that, "... great savings are effected in time and manpower by moving such large loads with a minimum of machinery."



Top: Using a "tool" of their trade, some of "Schreiner's Miners" help fleet service a MATS C-124 at Dover AFB, Delaware. Center: (l-r) Airmen Ralph Hicks, Carl Elick, John Davidson, Steve Karavitch, and SSgt Vincent Aquilina ready cargo prior to loading. Bottom: SSgt Richard Weaver serves as space control specialist, coordinating actions of other sections.

CAP's 21st Anniversary

With the Air Force and its Reserves solidly behind it, Civil Air Patrol "comes of age" and marks its 21st anniversary with advances that are closely knit with National Defense.



Historic photo taken two decades ago shows CAP planes at an east coast patrol base when CAP pilots were performing semimilitary chores against enemy U-Boats.

THE 21st year of Civil Air Patrol's existence has been phenomenal in several respects. Effected on December 1, 1941 as an emergency civilian aerial patrol and courier service during World War II, this year finds the volunteer organization emerging stronger to nationwide action.

With the incorporation of Civil Air Patrol in 1946 came the institution of the cadet program which, in recent years, has overshadowed the taken-for-granted search and rescue portion of CAP's mission. The latter is still a potent factor in CAP's service to the nation—perhaps the most tangible—but the cadet corps and its aerospace education activities show a steady climb.

The semiannual report from Air Rescue Service (MATS), Orlando AFB, Fla., shows that the national search and rescue effort of CAP from January 1 to June 30, 1962 was 51.56 percent of the total activity which includes all of the military services and civilian agencies. This is approximately 10 percent less than normal for CAP, but the year-end report is expected to meet its usual 60 percent-plus. Most of this activity was, as usual, in Alaska Wing where Air Rescue Service recorded 64.5 percent of the total. Second in performance was the Western Air Rescue Center at Hamilton AFB, Calif., which recorded 63.85 percent by CAP in its sector.

At this time when the Cold War crises are at their worst, only seven of CAP's 52 wings lack complete, written agreements with their state Civil Defense agencies. In most of these cases, however, there has always been a working arrangement between CAP and CD.

A similar situation stands with the CAP participation in the Continental Air Command's Recovery Program which has been redesignated as the DARR Mission (Dispersal, Aircraft Recovery, Reconstitution).

Many CAP and Reserve recovery

units in close proximity to one another have already developed operating procedures and are conducting joint training through the initiative of their unit commanders.

At the recent Southeast Region CAP Conference, Lt. Gen. Edward J. Timberlake, CONAC commander, said that: "Civil Air Patrol's 4,000 aircraft and 8,000 pilots would, in an emergency, be able to serve the Air Force in countless ways . . . a compelling requirement would exist for courier and light transport missions, for reconnaissance and damage assessment, for medical evacuation, for radiological evacuation, and communications missions."

This 21st year of CAP, the past 16 of which have been as an auxiliary of the Air Force, has shown the greatest increase in interest by Air Reservists to serve with their civilian brothers. During the year, 83 Air Reserve aircraft flew more than 2,600 Civil Air Patrol passengers to and from encampments. And, during the encampment period of the summer, 85 officers served 1,107 man-days at 20 CAP encampments participating in training or administrative activities.

Well over 20,000 man-hours were expended by several hundred individual Air Reservists to earn points toward retirement. This does not include summer encampment participation or the 130 CAP-sponsored aerospace education workshops for teachers conducted in colleges and universities across the country. The workshops had 48 Air Reservists under training duty orders to assist as instructors or administrators.

The implementation of CAP's Long-Range Plan began in its 21st year and already more than 5,000 new names have been added to the cadet rolls. During the same period, however, there was a decrease of approximately 1,000 senior members. The goal of the Long-Range Plan is 100,000 cadets by 1966 and not less than 60,000 seniors. Each wing has

a prorated quota according to population and an evaluation is to be made each year in nine areas of achievement. Two of these areas are, of course, cadet and senior enrollment. Others are cadet encampment quotas, Certificate of Proficiency quotas, licensed pilot goals, number of member-owned aircraft, participation in special cadet activities, annual search and rescue and Civil Defense effectiveness tests and CAP-CD agreements. Points are accumulated in each instance and the leading units receive national recognition. This evaluation system provides the national commander, region and wing commanders a means of determining unit effectiveness and capability.

Much of the success in each wing of CAP depends on its Air Force and Air Reserve assistance. Regional Air Force liaison offices of CAP are able to provide limited airlift for some activities, but during the summer, much of the transportation for special cadet activities comes from Air Force funds earmarked for commercial aircraft.

Local units are assisted by the allocation of surplus vehicles and communications equipment, most of it Air Force-provided. More than 4,000 vehicles of all types as well as equipment to assist in the operation of more than 14,000 small radio stations come from Air Force and Department of Defense sources. Many of the radio stations are member-owned, but elements of their rigs frequently are CAP corporation property. Although corporate-owned aircraft, also obtained from military surplus have diminished in number there are still approximately 800 of various types in operable condition, maintained by the units to which they are assigned.

The Air Force serves as the big brother of CAP and the Air Reservists work alongside to make this a trio of organizations vital to the military and civilian defense of the nation.



DOVER TO VIET-NAM

... another example of the flexibility, and the willingness of the Air Reserve Forces.

WHAT BEGAN as a routine airlift mission for a Military Air Transport Service C-97 crew this summer turned out to be anything but that.

Aircraft No. 80419 of the 109th Air Transport Group, an Air National Guard unit called to active duty for the Berlin contingency, departed Dover AFB, Del., last June. Its cargo was 20,000 pounds of communications gear consigned to Nha Trang, South Viet-Nam.

By the time the big "Stratofreighter" had returned to its home base at Schenectady, N.Y., some 15 days later its nine-man crew may have achieved two records for C-97s recalled during the Berlin crisis. These were distance flown and cargo carried. No. 80419's crew had traveled 25,456 miles and had probably carried as much or more cargo on the various legs of their flight than any other recalled C-97 had on a single round trip.

Leaving Dover AFB in mid-June, they flew the usual MATS routes across country to Travis AFB, near San Francisco, then to Hawaii, Wake Island, Guam, the Philippines and finally Viet-Nam. It was strictly routine.

Arriving at Nha Trang, their vital cargo was unloaded and the crew wasted no time in starting on their return flight home. The Air Force, however, had other ideas.

They got as far as the Philippines. From there they were rerouted to Tachikawa AB, near Tokyo, where they picked up 18,000 pounds of cargo for Okinawa. At Okinawa they dropped the load and picked up another 12,000 pounds for Travis.



Left: Navigator 1st Lt. Howard L. Trager checks progress of No. 80419's return flight between Hickam AFB, Hawaii and Travis AFB, Calif. Top: C-97s of 109th Air Transport Group are shown during overnight stop at Hickam AFB. Above: Loadmaster SSgt. Thornton Jenkins eases a big engine drum through rear clamshell doors of the "Stratofreighter" during unloading operations at Okinawa.

On paper, these two extra stops take two sentences, but flying them is a different matter. By the time No. 80419 got home its crew had logged some 100 hours of flight time and had traveled more than the distance around the world at the equator.

Making the trip were: Maj. Raymond H. Sowalsky, aircraft commander; pilots Capt. John R. Meachem and 1st Lt. Howard O. Muntz; 1st Lt. Howard L. Trager, navigator; Flight Engineers, MSgt. Park F. McAllen, MSgt. Lawrence J. Logue and TSgt. Christopher J. Rooney. Also two loadmasters, SSgt. Thornton Jenkins and SSgt. Michael A. Messineo. All of the crewmen were from New York State.

Aircraft 80419's extended mission is an example of the jobs carried out by ANG crews of the 48 Stratofreighters that served MATS during the Berlin crisis.

"The cost of freedom is always high—but Americans have always paid it. And one path we shall never choose is the path of surrender or submission." /President John F. Kennedy

Air Force Point Of View

MILITARY IN SPACE: "The Air Force is convinced that man will have a prominent place in the development of a military space capability," says Maj. Gen. Marcus F. Cooper, of Air Force Systems Command.

He said recently that: "Man has a unique ability to make on-the-spot judgments, to detect unexpected occurrences and to meet unforeseen situations. His ability to inspect, maintain and repair equipment aboard space vehicles can permit simpler systems with a higher probability of mission success. The unique qualities of man must be utilized to full advantage in our space systems. Since we are exploring an environment far different from any we have known to date, man must go into space to gain experience which will define his capabilities. The requirement for repetitive operations makes man of much greater importance to a military mission than to a scientific experiment."

AFLANT READY FOR CURRENT CRISIS: The U. S. Air Force's Tactical Air Command, the most versatile and mobile of all major air commands, is organized and equipped to operate independently or as the air arm of United States' unified commands. One of the most important of these combined commands is the U. S. Atlantic Command with headquarters at Norfolk, Va.

Under command of the Commander-in-Chief, Atlantic Command (CINCLANT), tactical air forces become known as Air Forces, Atlantic (AFLANT). Gen. Walter C. Sweeney Jr., the commander of the U. S. Air Force Tactical Air Command, is the commander-in-chief of AFLANT (CINCAFLANT).

AFLANT is charged with organizing, equipping, training and employing the task forces assigned or attached to participate in tactical air operations as directed by CINCLANT. Such operations may include employment of tactical fighter, tactical missiles, troop carrier, reconnaissance and support forces.

Present concepts for the application of tactical air power take full advantage of technological advances in aerial refueling, weapons and aircraft. Through in-flight refueling, today's AFLANT aircraft have a four-fold increase in range over the aircraft of World War II. Last year alone, AFLANT's tactical fighter and reconnaissance aircraft flew over 1,000 overseas crossings with the aid of in-flight refueling. Continuous spanning flights are an everyday occurrence for AFLANT flight crews.

Thirteen bases come within the jurisdiction of AFLANT's Commander-in-Chief. In addition, there are many AFLANT units and detachments located on bases throughout the Free World. The 4504th Missile Training Wing at Orlando AFB, Fla.; the Special Air Warfare Center, Eglin AFB, Fla.; the 388th Tactical Fighter Wing, McConnell AFB, Kan.; the 64th Troop Carrier Wing at Dyess AFB, Tex., and the Air Ground Operations School (AGOS) at Hurlburt AFB, Fla., are five of the larger AFLANT units presently stationed at other command bases within the U. S. AFLANT also maintains several squadrons of tactical fighters and troop carrier aircraft on overseas deployment at all times. The missile training wing at Orlando trains all tactical missile crews for the overseas forces in the employment of Mace tactical missiles. Recurrent combat crew training for tactical fighter pilots is performed at AFLANT's desert bases: Luke AFB, Ariz., and Nellis AFB, Nev.

AFLANT's Composite Air Strike Force (CASF) is a versatile and highly mobile "packaged" air force. It contains all the elements for offensive air operations and can be tailored in size to meet any situation. In a matter of hours the CASF can be combat-ready and in place in any part of the world. It is designed to meet the "small war" threat and provides the United States with a powerful tool for maintaining world peace.

AFLANT has the capability to deploy several CASF's at one time, should the need arise. This force of jet fighters, reconnaissance planes, troop and carrier carriers, and tankers stand alerted to deploy to any area in the world on a moment's notice. This powerful force-in-being has the capability to carry the full gamut of conventional aerial weapons. It can, when need arises, carry tactical nuclear weapons. In 1958 the Air Force CASF proved its effectiveness in maintaining world peace with two deployments: one to Lebanon and another to Formosa. In both instances the presence of an air strike force discouraged any military action by the enemy.

GENERAL WAR CAPABILITY is a prime requirement in restraining limited conflicts as well as deterring general war, reiterated Lt. Gen. Hunter Harris, vice commander in chief of Strategic Air Command. He said recently that: "The most disadvantageous way for the Soviets to become involved in a general war with this country would be via a limited war. As any limited war entails the danger of escalation, it serves as strategic warning for us, permitting us to posture our entire general war force for instant action. In this manner, our strategic forces act not only as a deterrent to general war but also have an important restraining effect on the development and scope of limited conflicts."

THE JOINT CHIEFS OF STAFF's outgoing chairman Gen. Lyman L. Lemnitzer, made some noteworthy remarks to the National Security Industrial Association about experience which led to establishment of the Air Force and about current responsibilities of each Service. Excerpts from the speech:

"Shortly after Pearl Harbor, the United States and the United Kingdom agreed to set up the British-American Combined Chiefs of Staff organization. Obviously, it was necessary for the U. S. members to coordinate among themselves prior to their meetings with the British. So our Chiefs of Staff began to meet at regular and frequent intervals, and before long they became known as the Joint Chiefs of Staff. They were at first an informal group, operating under the immediate and personal direction of the President.

"This system worked so well for directing global military operations that it clearly deserved to be continued, especially in view of the worldwide military responsibilities which faced the United States after World War II. The result was the National Security Act of 1947, which formalized the Joint Chiefs of Staff, established the Department of Defense and a separate Air Force.

"I believe that the National Defense Act of 1947, and its amendments, especially the Defense Reorganization Act of 1958 are very sound pieces of legislation. There is now no question whatsoever of the authority of the commanders of unified commands over all elements of their component forces. For example, Admiral Felt in the Pacific, or General Mundy in Alaska have centralized direction over all their forces, and these forces in turn have the authority for decentralized execution. The same thing is true of course of the other unified and specified commands we have worldwide.

"The Act also set up a direct and I emphasize the word 'direct' chain of command from the President and the Secretary of Defense through the Joint Chiefs of Staff to the Commanders-in-Chief of Unified and Specified Commands. This provided centralized direction of our military effort worldwide.

"The Act retained the authority of the various Services over such matters as doctrines, training, and equipment. This preserved common doctrine within each of the major functional areas of warfare—land, sea and air."

NUCLEAR STRATEGY

"Nuclear weapons are so destructive that their all-out use appears to defeat any rational objective. If nuclear war could be said at all to have a rational purpose, that purpose can best be served by something less than all-out use, depending upon a whole spectrum of conditions, targets, objectives and constantly changing situations.

"Our own view is that any nuclear strategy should, at least in the first instance, be geared to destruction of the enemy's military forces to the extent possible. That is the element of his power that threatens us, not his cities or his people, even though these could be attacked easily enough.

"Of course, we do not control the choices which other powers might make in the event of a nuclear war. But, what appear from here to be the sensible military choices for them in the event of nuclear war under various postulated circumstances are choices which greatly increase the utility and purpose of civil defense. Under many possible alternatives, there will be a country to be rehabilitated, there will be a large portion of our population savable by fallout shelters and other civil defense efforts. There will under any foreseeable circumstances be purpose in surviving and rebuilding America. This purpose can be substantially served by your success in the civil defense of our land."

Paul H. Nitze/

Asst Secretary of Defense,
International Security Affairs



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"As the recalled Air Force Reserve units return to inactive status, I wish to express to the members of the Air Reserve Forces the pride which the Air Force feels in their outstanding response to the Cuban crisis, both those called to active duty and those serving without mobilization orders. Among the noteworthy unit and individual actions were the performance of the troop carrier wings and aerial port squadrons that reacted immediately to the call to active duty; the remaining Air Force Reserve and Air National Guard units of CONAC, TAC and ADC that heightened their readiness; the aircraft dispersal and other services provided by Air Guard personnel; and the remarkable dedication of Air Force Reserve recovery units working around the clock on dispersal of SAC, TAC and ADC elements and relocation orders. This demonstration of the responsiveness of the Air Reserve Forces underlines the importance of maintaining and further supporting the readiness of this vital element of Air Force capability. Our nation can be proud of the professionalism and devotion to duty and country displayed by the Air Reserve Forces in augmenting our active forces in this crisis."

CURTIS E. LeMAY
General, USAF
Chief of Staff



Maj. Gen. McCoy



Brig. Gen. Strait



Brig. Gen. Bagby



Brig. Gen. Moore



Brig. Gen. Wilson



Col. Lingle



Col. Hoff



Col. Carroll



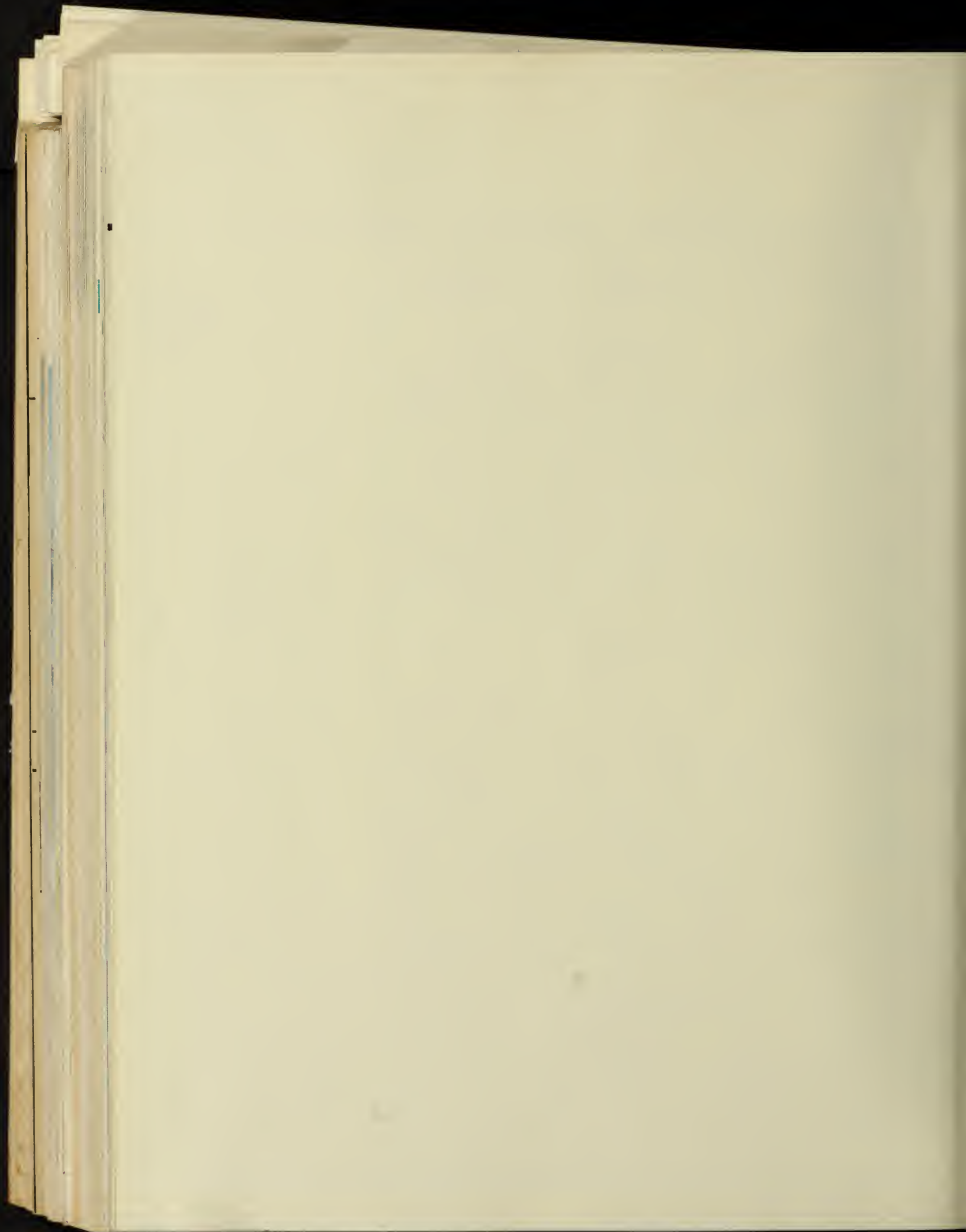
Col. Campbell

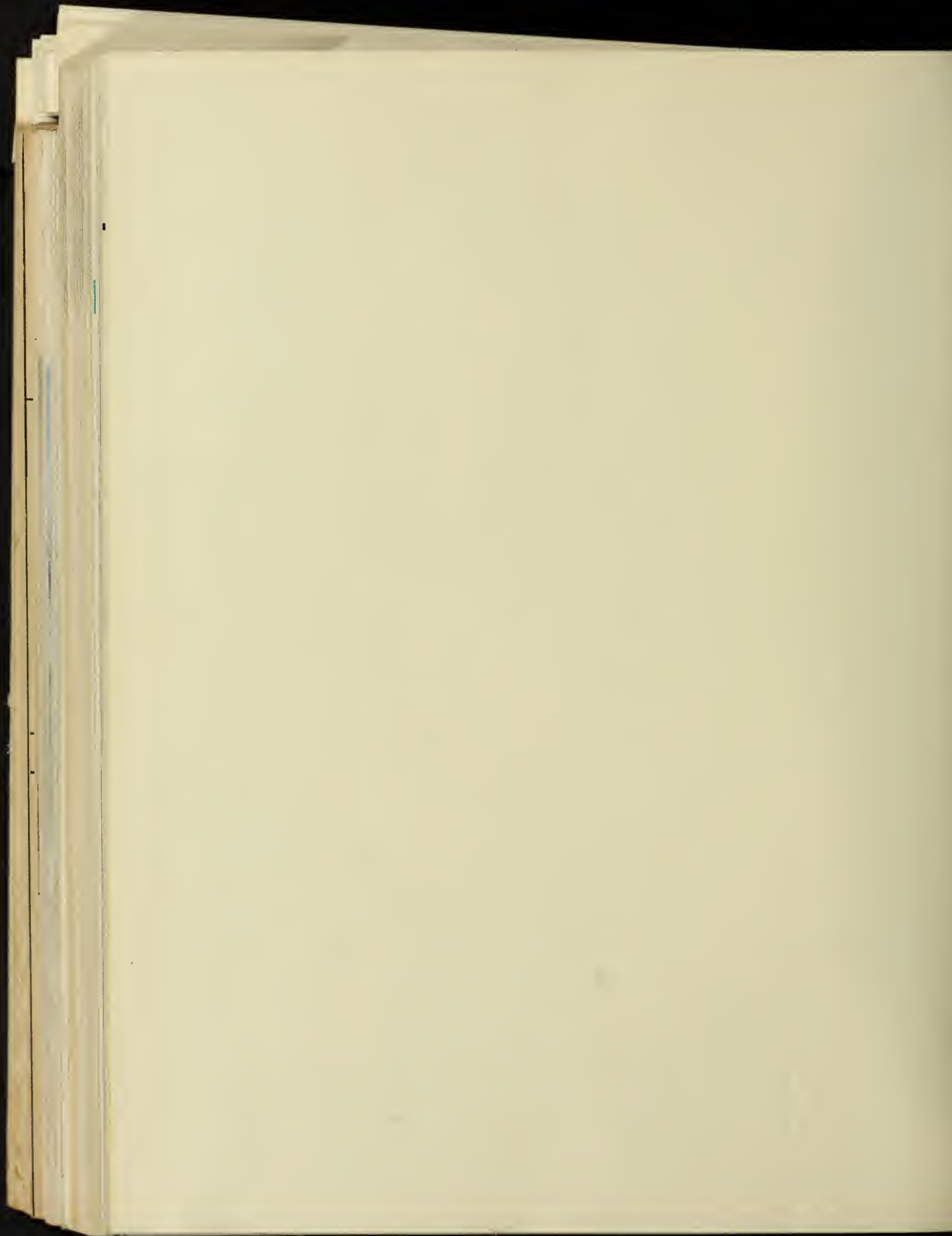


Col. King

The Air Force Reservists recently released from active duty have earned our Reserve Camera spotlight. Since space precludes individual recognition, the Air Reservist conveys its tribute to the over 14,000 recallees by depicting some of their leaders. The commanders and units affected by the recall were: Brig. Gen. John S. Bagby, 512th TCWg., Willow Grove NAS, Pa.; Brig. Gen. Rollin Moore Jr., 349th TCWg., Hamilton AFB, Calif.; Brig. Gen. George H. Wilson, 445th TCWg., Dobbins AFB, Ga.; Col. Joseph Lingle, 440th TCWg., Milwaukee, Wis.; Col. John W. Hoff, 434th TCWg.,

Bakalar AFB, Ind.; Col. Arthur C. Carroll, 94th TCWg., Hanscom Field, Mass.; Col. Donald J. Campbell, 302nd TCWg., Clinton County AFB, Ohio and Col. Gari F. King of the 403rd TCWg., Selfridge AFB, Mich. In addition to those who were recalled, there were those who volunteered their services. Among these were: Maj. Gen. Frank T. McCoy, mobilization assistant to the commander of Tactical Air Command and Brig. Gen. Donald J. Strait, commander of the 108th Tactical Fighter Wing. Both generals went on 30-day active duty tours with TAC.





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